Thacher

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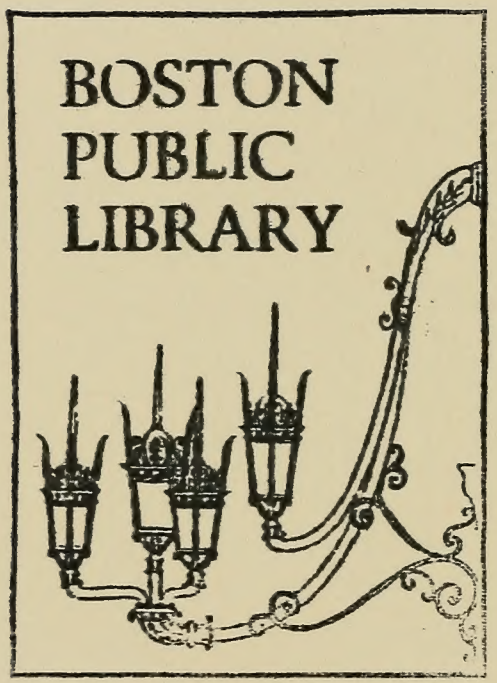
Research Library

HERALDIC DESCRIPTION

A[illegible]ross moline *argent*; on a chief *d'or*, three grasshoppers, proper.

[illegible]shopper, proper, resting on a helmet, visor closed.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Thomas[3] Thacher

1620-1678

Boston Branch

Descendants

Volume Four

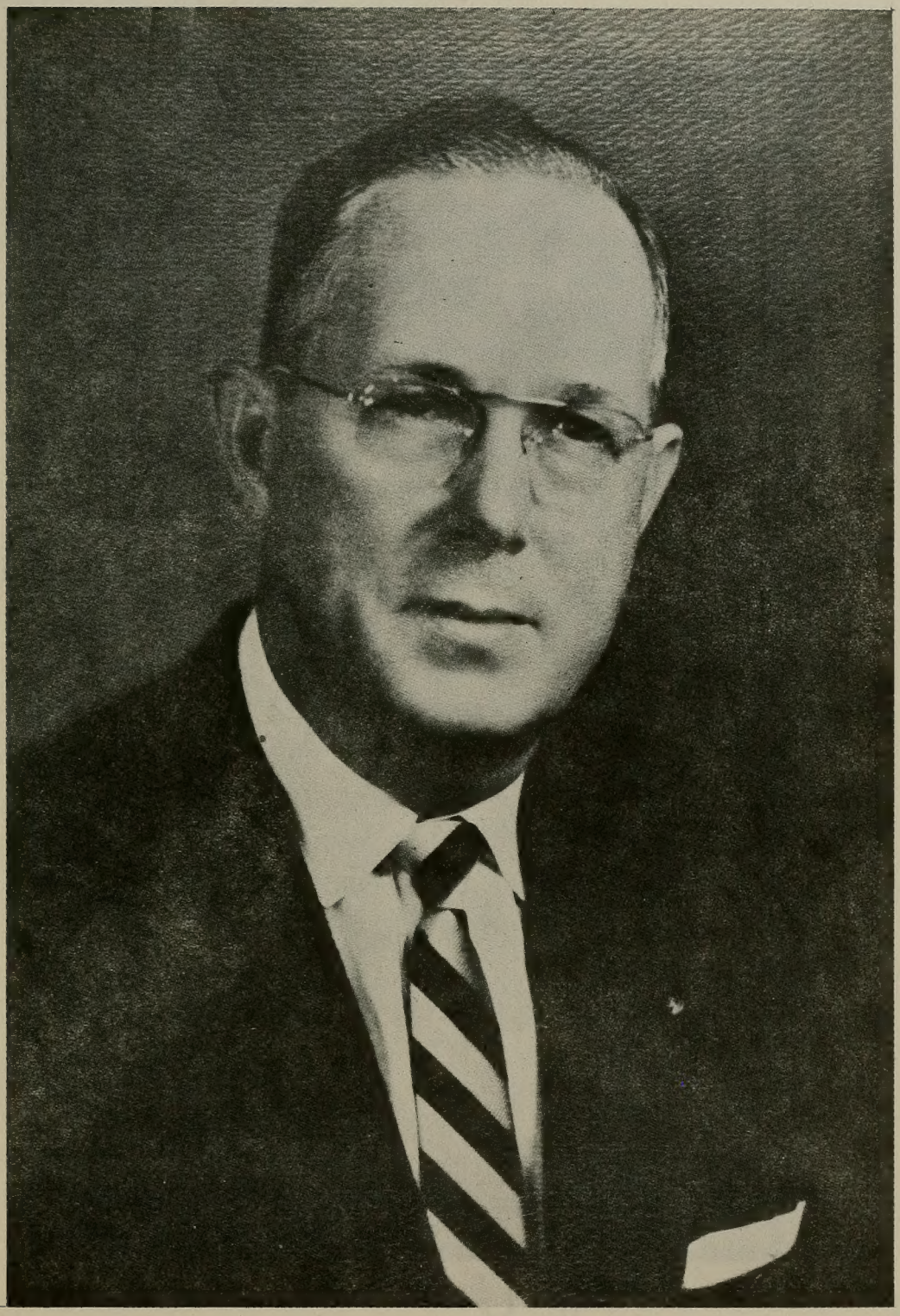
James Peter[9] Descendants

Thomas[3] Thacher
1620-1678

Boston Branch
Descendants

Volume Four

Compiled By
Elwood James[11] Thacher
1907-
Winter Haven, Florida
1978



Elwood James[11] Thacher
1907-
U.S. Geological Survey
Retired
1967

Printed In The United States Of America

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Catalog Number 79-63849

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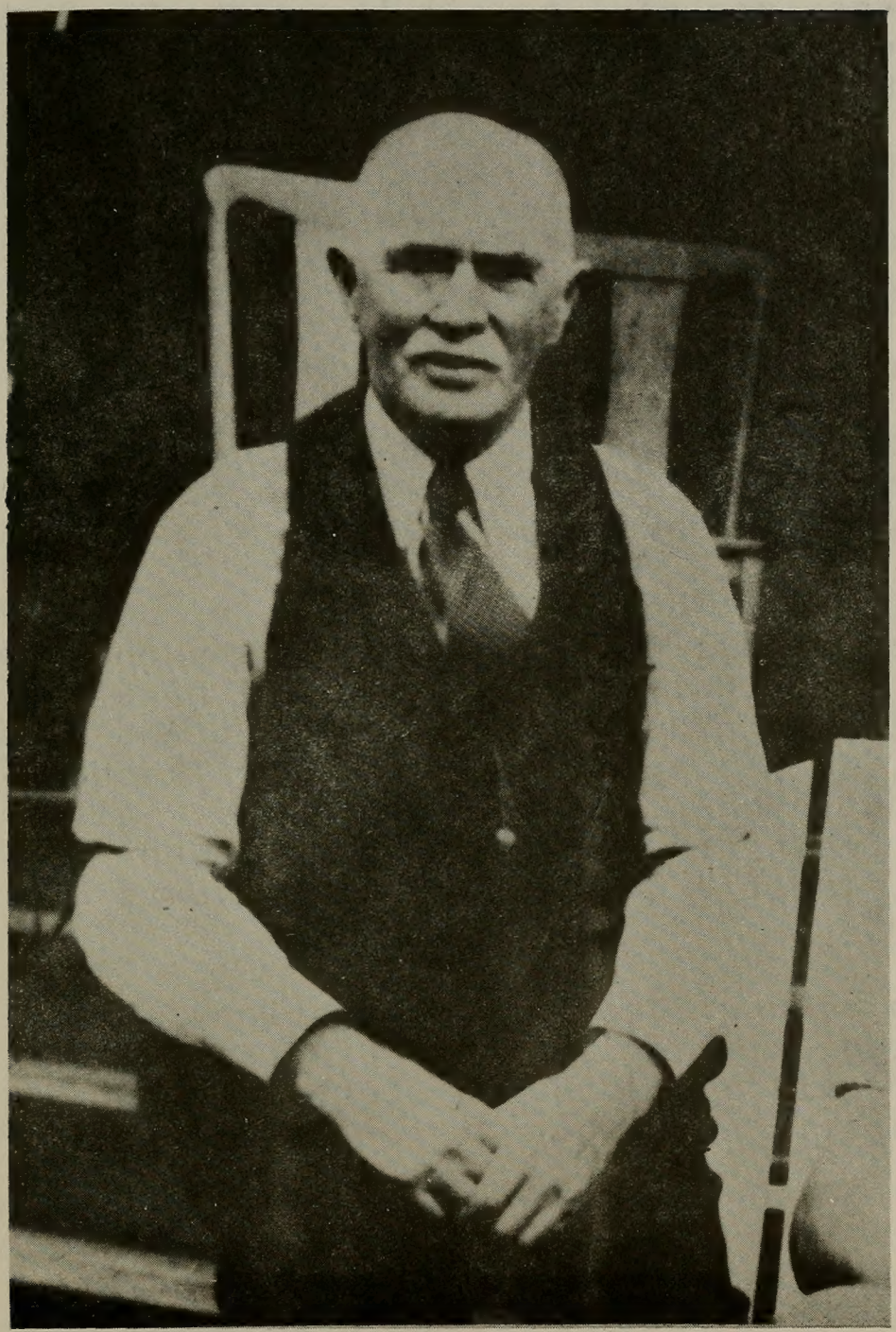
Dedicated to my grandfather



William Joseph Werry Jr.
1858-1945
1938

ACKNOWLEDGMENTS

I am so very grateful to all the members of my immediate family, particularly to my uncle, Ralph Webb Thacher, my father William Peter Thacher, my mother Minnie Werry Thacher, my grandmother Flora Webb Thacher, and her two daughters, Kathryn Rebecca Thacher, and Hazel Evelyn Thacher Avery, for sharing with me so many of their happy memories of years gone by.

There are so many interesting and pleasant memories that it is just plain difficult to capture them all, and its such a shame that so many happy remembrances are lost to time, as each generation moves on.

I am indeed pleased to acknowledge, by permission of Howell-North Books, Jim Shaughnessy's book The D & H Railroad from which I have noted the origin and growth of the Delaware And Hudson Railroad, in memory of William Peter Thacher, Ralph Webb Thacher, and Raymond Avery. All lifelong employees of this railroad, and totaling almost a hundred and fifty years of employment.

I want to acknowledge the International Salt Company too, a major producer of Sterling Salt and other salt products. A story of their early years is noted here.

PREFACE

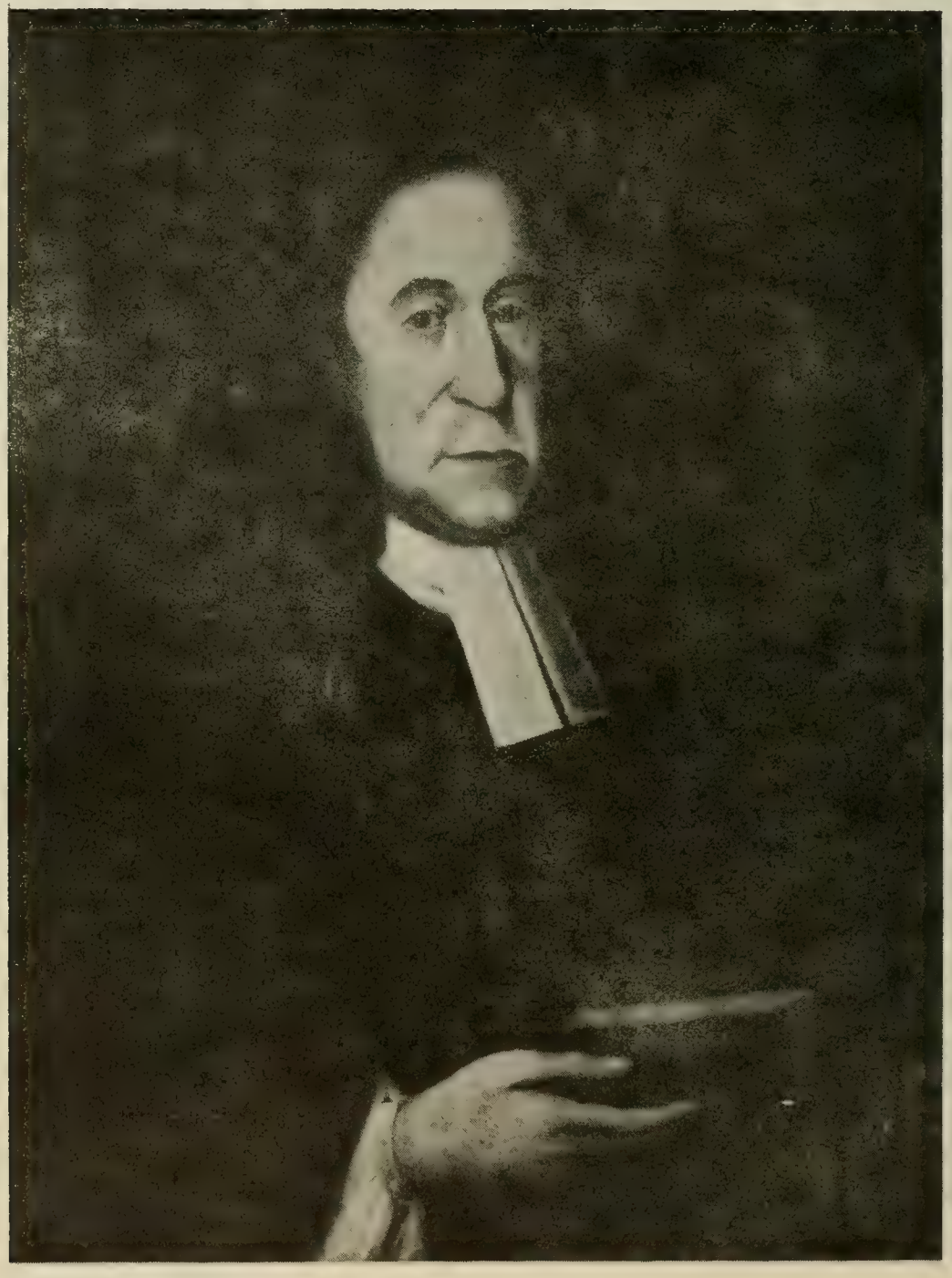
Rev. Thomas[3] Thacher was the son of Rev. Peter[2] Thacher, rector of St. Edmonds, Salisbury, County Wilts, England, born May 1, 1620, before his father was inducted into office. The family was probably originally from Somersetshire.[2] He came to America with his uncle Anthon[2] Thacher, 1588-1667, in the Ship "James" from Southampton, England. They landed in New England June 4, 1635.

Rev. Thomas[3] Thacher after landing in New England went to Ipswich with his uncle and other friends. He prepared for his profession under the Rev. Charles Chauncy, who was subsequently president of Harvard College, was equally celebrated as a devine and a physician.[3] Thomas Thacher received instructions in both of these professions. His good sense, united with a general acquantance with the science of the day, acquired for him a great reputation as a physician, and, to complete his honors, Mather asserts that he composed a Hebrew Lexican, so compressed that within one sheet of paper he had given every considerable work in the language.

Rev. Thomas[3] Thacher moved to Boston, Massachusetts, in 1667. On August 4, 1667, he became a member of the First Church of Boston. He preached occasionally in the town and elsewhere but for the most part was a practicing physician. He later issued a tract on "The Small Pocks or Measels" the first medical document published in America. A copy of which can be found in the Memorial History of Boston Vol. IV p. 536.

The last words which Thomas[3] ever spoke in a sermon were these: "God help us, that as we live by faith, so may we walk in it."

In 1678 Rev. Thomas[3] Thacher having visited a patient in fever, he was himself siezed with the disease, which terminated his existence at the early age of 58 years. He died on October 15, 1678, at Boston in the prime of his career.



Rev. Thomas[3] Thacher
1620-1678

INTRODUCTION

Boston Branch Thacher's Progenitors and Descendants

A compilation of Thomas[3] Thacher, 1620-1678, his progenitors to 1545, and a direct line of descendants to James Peter[9] Thacher, 1849-1920, and his descendants to 1973, is noted here. Chart pages showing direct line families and lineage is included in each volume.

Volume One: Thomas[3] Thacher
1620-1678
Boston Branch
and
Progenitors
(Peter[1], Peter[2], Thomas[3])

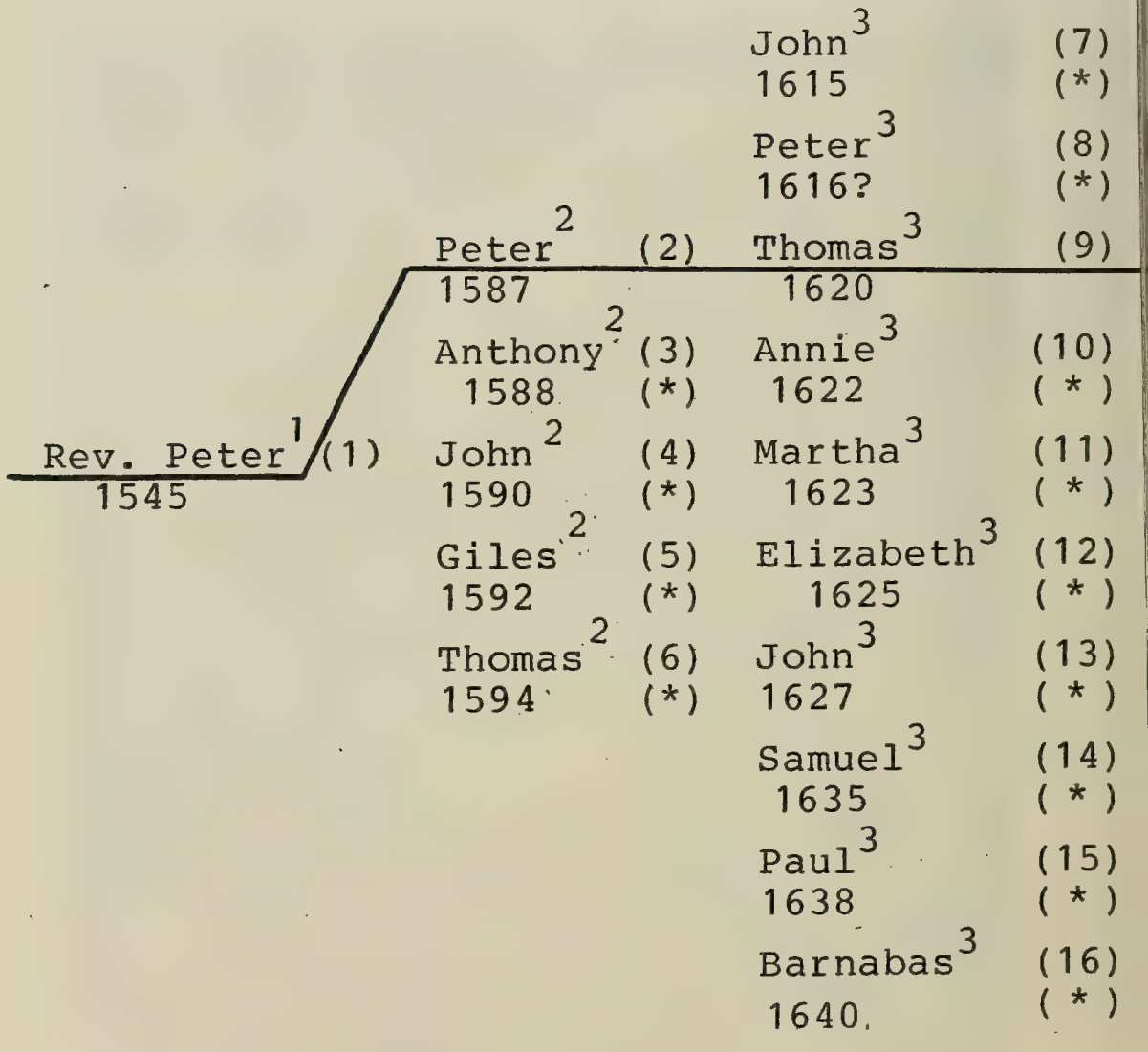
Volume Two: Thomas[3] Thacher
1620-1678
Boston Branch
Progenitors and Descendants
Reference Index

Volume Three: Thomas[3] Thacher
1620-1678
Boston Branch
Descendants
(Ralph[4], Peter[5], John[6])
(Peter[7], Peter[8], James Peter[9])

Volume Four: Thomas[3] Thacher
1620-1678
Boston Branch
Descendants
(James Peter[9] Descendants)

Volume Five: Thomas[3] Thacher
1620-1678
Boston Branch
Descendants
(Ralph[10] and William Peter[10] Descendants)

Thacher Families
Boston Branch
Rev. Peter[1] 1545, Rev. Peter[2] 1587



(1) Reference Index
Identity Number

(*) See Yarmouth Genealogy
Thacher-Thatcher Families

Thacher Families
Boston Branch
Rev. Thomas[3]1620, Rev. Ralph[4]1648

John[3] 1615	(*)			Thomas[5] 1670	(93)
Peter[3] 1616?	(*)			Elizabeth[5] 1672	(94)
Thomas[3] 1620	(9)	Thomas[4] 1644	(10)	Ann (a)[5] 1673	(95)
Annie[3] 1622	(*)	Peter[4] 1651	(11)	Ruth[5] 1675	(96)
Martha[3] 1623	(*)	Ralph[4] 1648	(12)	Rodolphus[5] 1677	(97)
Elizabeth[3] 1625	(*)	Elizabeth[4] 16--	(14)	Lydia[5] 1679	(98)
John[3] 1627	(*)	Patience (Kemp) (adopted)		Mary[5] 1681	(99)
Samuel[3] 1635	(*)			Ann (a)[5] 1683	(100)
Paul[3] 1638	(*)			Peter[5] 1686	(23)
Barnabas[3] 1640	(*)				

(*) See Yarmouth Genealogy
Thacher-Thatcher Families

Thacher Families
Boston Branch
Peter[5] 1686, John[6] 1739

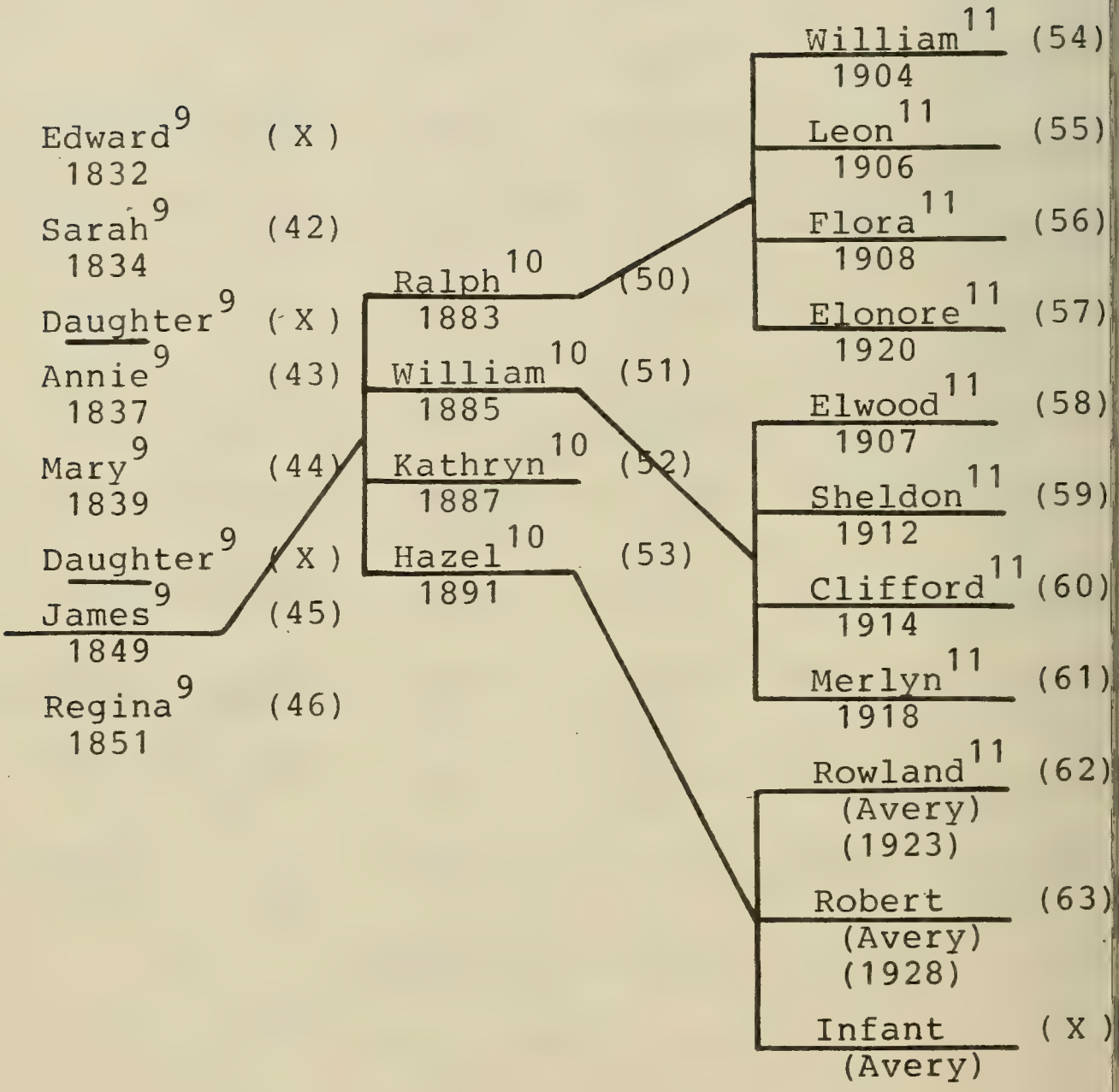
		Peter[6] 1716	(120)		
		John[6] 1719	(121)	Abigail[7] 1766	(X
Thomas[5] 1670	(93)	Lydia[6] 1720	(122)	Jared[7] 1768	(151
Elizabeth[5] 1672	(94)	Joseph[6] 1722	(123)	Peter[7] 1770	(27
Ann(a)[5] 1673	(95)	Abigail[6] 1725	(124)	John[7] 1771	(X
Ruth[5] 1675	(96)	Ruth[6] 1727	(125)	James[7] 1773	(152
Rodolphus[5] 1677	(97)	Rodolphus[6] 1729	(126)	Lydia[7] 1776	(153
Lydia[5] 1679	(98)	Samuel[6] 1730	(127)	Abigail[7] 1778	(154
Mary[5] 1681	(99)	Josiah[6] 1733	(128)	Paulina[7] 1780	(155
Ann(a)[5] 1683	(100)	Jared[6] 1735	(129)	John[7] 1783	(156
Peter[5] 1686	(23)	Ebenezer[6] 1738	(X)	Jesse[7] 1785	(X
		John[6] 1739	(25)	Nancy[7] 1787	(157
		Rodolphus[6] 1742	(130)		

(X) died young

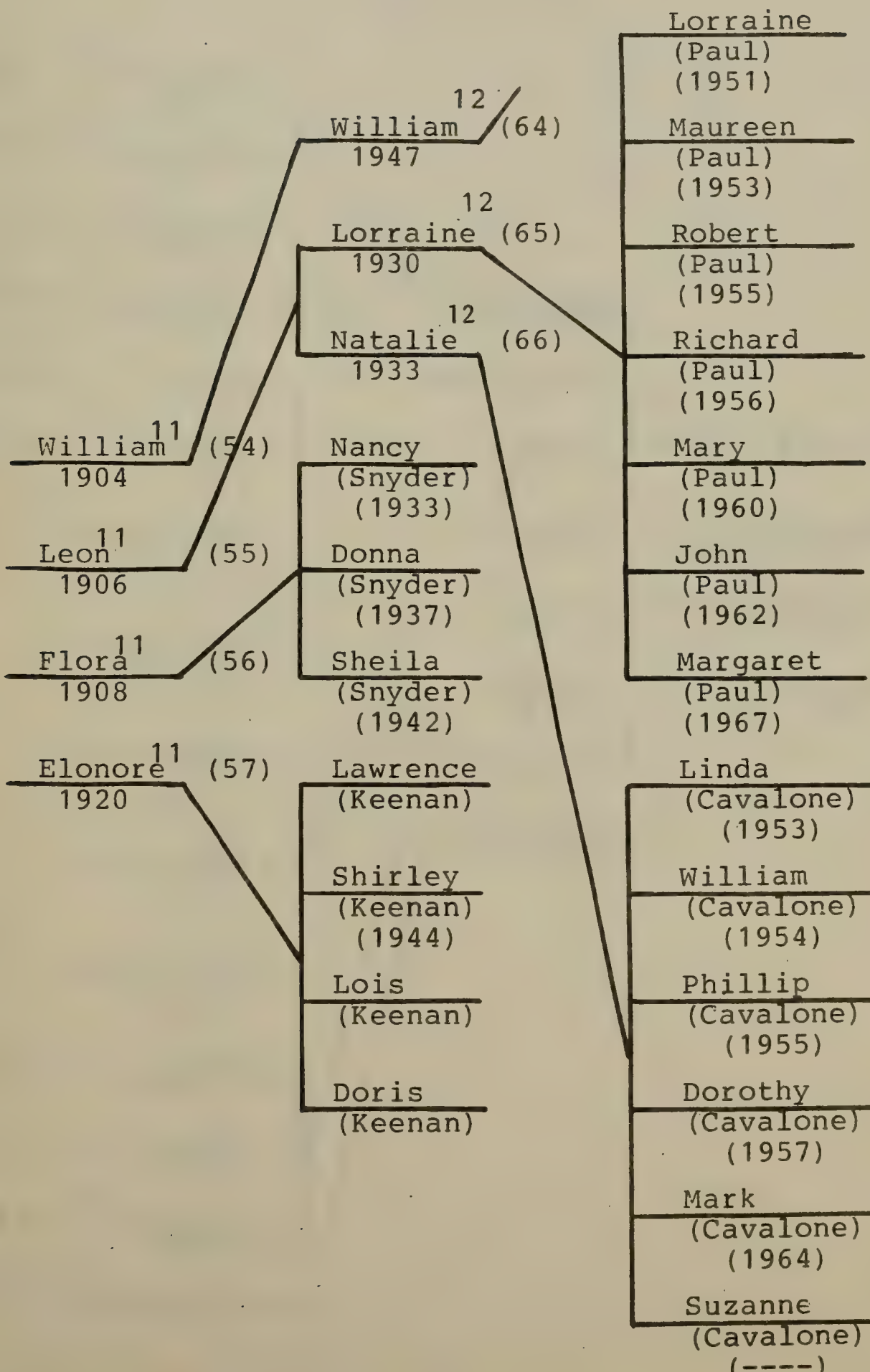
Thacher Families
Boston Branch
Peter[7] 1770, Peter[8] 1808

		Augustus[8] 1796	(264)		
Abigail[7] 1766	(X)	Emeline[8] 1798	(265)		
Jared[7] 1768	(151)	Nancy[8] 1800	(266)		
Peter[7] 1770	(27)	Sheldon[8] 1802	(29)	Edward[9] 1832	(X)
John[7] 1771	(X)	Abigail[8] 1804	(267)	Sarah[9] 1834	(42)
James[7] 1773	(152)	Lucy[8] 1806	(268)	Daughter[9] ——	(X)
Lydia[7] 1776	(153)	Peter[8] 1808	(31)	Annie[9] 1837	(43)
Abigail[7] 1778	(154)	Elizabeth[8] 1810	(269)	Mary[9] 1839	(44)
Paulina[7] 1780	(155)	Apphia[8] 1811	(270)	Daughter[9] ——	(X)
John[7] 1783	(156)	Thomas[8] 1815	(30)	James[9] 1849	(45)
Jesse[7] 1785	(X)	George[8] 1817	(32)	Regina[9] 1851	(46)
Nancy[7] 1787	(157)	John[8] ——	(X)		
		Charles[8] ——	(X)		

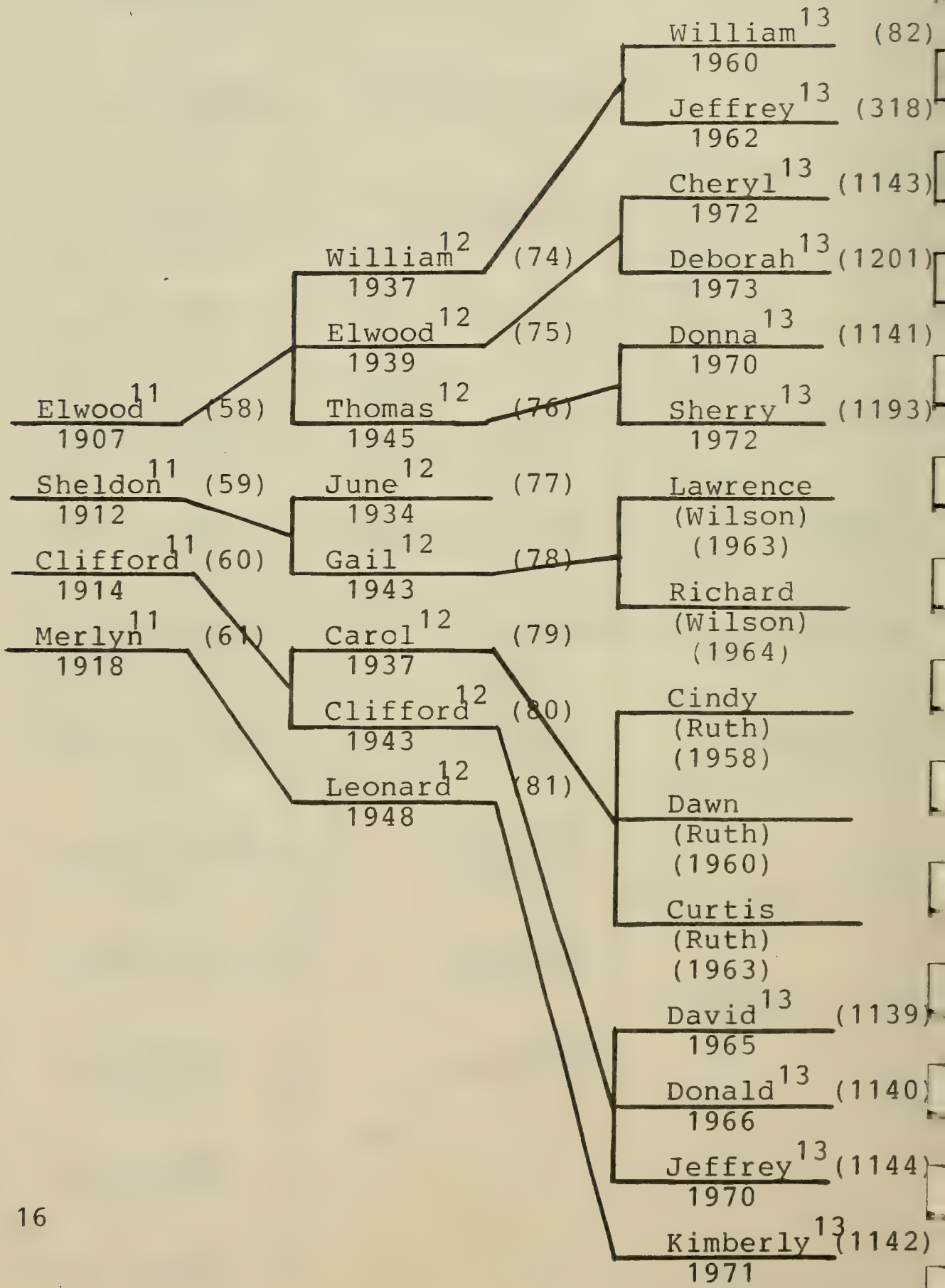
James Peter[9] Thacher
1849-1920
Descendants
Boston Branch



James Peter[9] Thacher
1849-1920
Descendants
Boston Branch



James Peter[9] Thacher
1849-1920
Descendants
Boston Branch



Thomas[3] Thacher
1620-1678
Boston Branch
Descendants
of
James Peter Thacher
Descendants
Volume Four

Contents

Ralph Webb[10] Thacher	18
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The Delaware And Hudson, 1829	129
Kathryn Rebecca[10] Thacher	282
Hazel Evelyn[10] Thacher	284

Ralph Webb[10] Thacher
1883-1971
1913

RALPH WEBB[10] THACHER (James[9], Peter[8], Peter[7], John[6], Rev. Peter[5], Rev. Ralph[4], Rev. Thomas[3], Rev. Peter[2], Rev. Peter[1]) was born Friday, May 11, 1883, at Scott Township, Lackawanna County, Pennsylvania; he lived at Scott Township, Greenfield Township, Lanesboro, Carbondale, and Union Dale, Pennsylvania; he was a farmer, railroader, politician, and an active community leader; he was a Republican committman for 18 years, a school director for 24 years, and Mayor of Union Dale, Pennsylvania, from 1956 until his death in January of 1971; he lived with his wife Alice Denney (Howell) Thacher in Union Dale, Pennsylvania, for forty years. Ralph Thacher became sick on December 28th, 1970, and was taken to the Barnes-Kassen County Hospital in Susquehanna, Pennsylvania, where he developed complications and died on January 13th, 1971 at 1:20 p.m. Ralph was 87 years 8 months and 2 days of age when he died; he was buried in Clifford, Pennsylvania, in the Valley View cemetery, in plot No. 98 Section C where a gravestone marks his resting place; he was first married at Dundaff, Susquehanna County, Pennsylvania, on Wednesday, December 24, 1902, to Hattie B._____Tinklepaugh of Dundaff, Pennsylvania, by Rev. Thomas Baker a Baptist minister; she was born in Dundaff, Pennsylvania, on Saturday, April 12, 1884; she died in Carbondale, Lackawanna County, Pennsylvania, on Wednesday, January 1, 1930; she was buried at Clifford, Susquehanna County, Pennsylvania, in the Willow View cemetery, in plot No. 98, Section C, where a gravestone marks her resting place; she was a daughter of John Issac Tinklepaugh, born Saturday, January 22, 1853, died _____, and of his wife Lucinda Dorcas (Doyle) Tinklepaugh born Thursday, August 13, 1857, died Sunday, March 12, 1911, at Dundaff, Pennsylvania, where they

both resided. John Issac Tinklepaugh's second wife was Emaline A. _____Tinklepaugh a sister of Lucinda. Emeline was born Thursday, October 12, 1865, she died_____.

Children by first marriage: 4 (Thacher) 2 sons and 2 daughters; first 3 born at Greenfield Township, last at Carbondale, Pennsylvania.

WILLIAM[11] WALLACE 54
born Monday, July 4, 1904 at Greenfield Township, Pennsylvania; died_____; living at 44 Sunset Drive, Binghamton, New York (1979); married Josephine Chesniuk.

LEON WEBB[11] 55
born Saturday, May 19, 1906 at Greenfield Township, Pennsylvania; died April, 1975 living at Culvers Lake, (Branchville), New Jersey (1971); married first Dorothy Luke; married second Doris May Carl.

FLORA DORCAS[11] 56
born Saturday, December 26, 1908 at Greenfield Township, Pennsylvania; died_____; living at 13 Jeffry Street, Carbondale, Pennsylvania (1972); married Joseph Harry Snyder, Jr.

ELONORE RUTH[11] 57
born Wednesday, March 3, 1929, at Carbondale, Pennsylvania; died_____; living at Union Dale, Pennsylvania, (1978); married Earl Keenan.

Ralph Webb[10] Thacher married a second time at Carbondale, Lackawanna County, Pennsylvania, on Friday, June 19, 1931, to Alice (Denney) Howell by Rev. Gray Jones a Methodist minister; on Thursday, January 19, 1888; she was the daughter of Jerome Nelson Denney, and of his wife Abbical Caroline (Walters) Denney, of Fiddle Lake where they both resided.

Children by second marriage--none.

Ralph Webb[10] Thacher was born in Scott Township, Pennsylvania, on Friday, May 11, 1883, and lived there until he was thirteen years old. In his

childhood he attended the old Wilson school in Scott Township where his father had attended before him, and his brother William and his sister Kathryn also. The Wilson school built about 1851 was a small one-room red school house located on the corner of Quinn road and the main road about ¾'s of a mile West of the Blakely Home near Green Grove and about ¼ mile West of his father's home. Ira Turner was the school teacher then, and he taught several grades in one room as was the practice in those days.

In 1896 Ralph's father James Peter[9] moved from his farm in Scott Township to one in Greenfield Township, at Newton Lake, Pennsylvania.[10] Ralph attended the Greenfield school there until 1897 when at the early age of fourteen, he left, and went to work for his father, and for the next six years, he farmed the land, marketed their farm produce, and drove their teams. Their main post office was Blakely several miles away, and about once a week he would drive the team into town and market their farm products, pick up their mail, and a newspaper which at that time was the Scranton Republican.

During the winter months getting into town and picking up the mail was a most difficult job. Sometimes they would be snowed-in for days at a time and were unable to market anything or go anywhere.

Ralph enlisted in the Pennsylvania National Guard on November 13, 1902, and was assigned to the 13th regiment at Scranton, Pennsylvania, for three years. He was discharged on December 17, 1905.

On Wednesday, December 24, 1902, Ralph[10] Thacher married Hattie B._____Tinklepaugh in her father's home at Dundaff, Pennsylvania. Rev. Thomas Baker, the minister of the Dundaff Baptist Church performed the ceremony. Hattie

Tinklepaugh was a daughter of John Issac Tinklepaugh, and his wife Lucinda Dorcas (Doyle) (Doyle) Tinklepaugh. John Issac was a farmer. He was born on Saturday, January 22nd, 1853, at Orvey's Corner, Ararat, Pennsylvania. He was married on _____, at_____; he died on _____, at Union Dale, Pennsylvania, and was buried in the Clifford cemetery at Clifford, Pennsylvania, where a gravestone marks his resting place. John Issac's first wife Lucinda was born on Tuesday, August 13th, 1857, at_____; she died on Thursday, March 2nd, 1911, at Dundaff and was buried in the Clifford cemetery. John Issac married a second time to Emeline A._____ Doyle, a sister of his first wife Lucinda.

After Ralph[10] Thacher's marriage to Hattie Tinklepaugh in 1902, he continued to work for his father until he was able to settle on a farm on his own. In the spring of the following year he went farming for himself, and for the next eight or nine years worked farms in Greenfield and Clifford townships. Three children were born to him by his wife Hattie during these years, William Wallace 1904, Leon Webb 1906, and Flora Dorcas 1908. All three were born in Greenfield Township.

It was in 1905 that Ralph hired out temporarily (worked for) to neighboring farmers for about three months, and then worked as a teamster for T.C. Robinson, a lumber and mill work contractor in Carbondale, Pennsylvania. But before the year had past, he returned to Greenfield and farming again.

The years from 1897 to 1905 were fruitful years to him, even though difficult at times , as he had learned much from his father in the many details of good farming and marketing. To him a sound and basic training in farming was almost a must in this area, as there were few other industries, or gainful employment for

ambitious young men.

One of Ralph Thacher's youthful ambitions was to be a railroader, and in 1912, he left farming and moved to Carbondale, Pennsylvania, where he started working for the Delaware and Hudson Railroad Company on Monday, July 1st, 1912. He was employed as a locomotive fireman, on freight hauling trains between Carbondale, and Oneonta, New York. The D & H, "the Bridge Line" as it is called, was then a most prosperous and successful railroad in freight and passenger service. Their lines extended from Wilkes-Barre, Pennsylvania on the south, to Montreal, Canada, on the north, with steamboat and tourist service on Lake George and Lake Champlain also.

At the start of the first World War in 1914, Ralph Thacher moved from Jeffrey Street in Carbondale to Lanesboro, Pennsylvania. Lanesboro at that time was an Erie railroad junction, and it was also one of the D & H's terminal points for pusher engines that helped heavy wartime freight trains up the mountain to Ararat, the summit of Moosic Mountain. Being a fireman on these big steam locomotives was a challenge to him at 31, but he was determined and had the strength to overcome all the obstacles. Farming was still one of his greatest pleasures and after he settled his family in Lanesboro, the railroading became routine, he started working a small farm not too far from his home on his off days. With the help of his family and neighboring farmers he was successful in raising good crops of potatoes, corn, and other vegetables so necessary during the war.

After the war was over in 1918, Ralph returned to his job at Carbondale, and settled his family at 63 Williams Street. In 1920 his sister Hazel married Raymond Avery a Delaware and Hudson railroad conductor, and shortly

after their marriage they bought a large home and store on Church Street only a few blocks from Ralph and his family. The store was called Thacher and Avery's Confectionery.

Flora Jane Thacher, mother of Ralph and Hazel, lived at the Church Street home also, and it was here on Sunday, February 4th, 1934 that she died.[9] She was 76 years of age. James Peter her husband died at their 18 Pike Street home fourteen years earlier on Wednesday, July 21st, 1920. He was in his 72nd year when he died..

The Delaware and Hudson railroad placed twenty new 1500 series, J-Class Challengers into service in 1940, and Ralph Thacher was one of the engineers assigned to the task of breaking-in these huge steam locomotives for active duty. These new engines probably the largest ever built by the company in the steam area were capable of moving heavier trains at faster speeds on the D & H's steep mountain grades, and particularly those grades up the Moosic Mountain to Ararat summit. From Carbondale up the mountain to the summit at Ararat is a rise of almost a 1000 feet (Carbondale elevation 1070, Forest City 1482, Union Dale 1695, Ararat 2030), and from Lanesboro to the summit on the other side of the mountain, the rise is even greater (Lanesboro elevation 955, Starrucca 1450, and Ararat 2030).

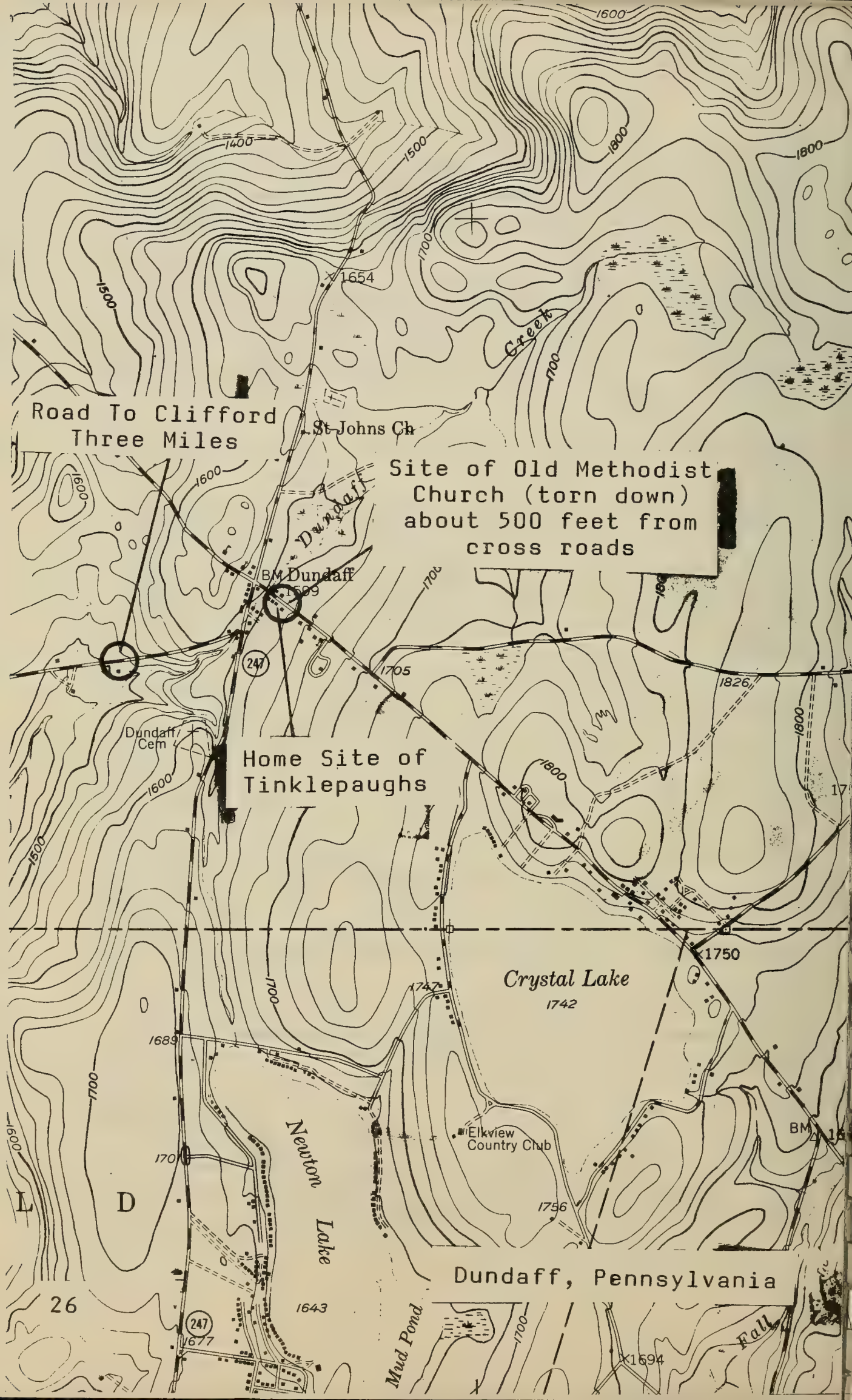
Ralph[10] Thacher and his wife Hattie had their fourth child Elonore Ruth[11] Wednesday, March the 3rd, 1920, while residing on William Street in Carbondale.

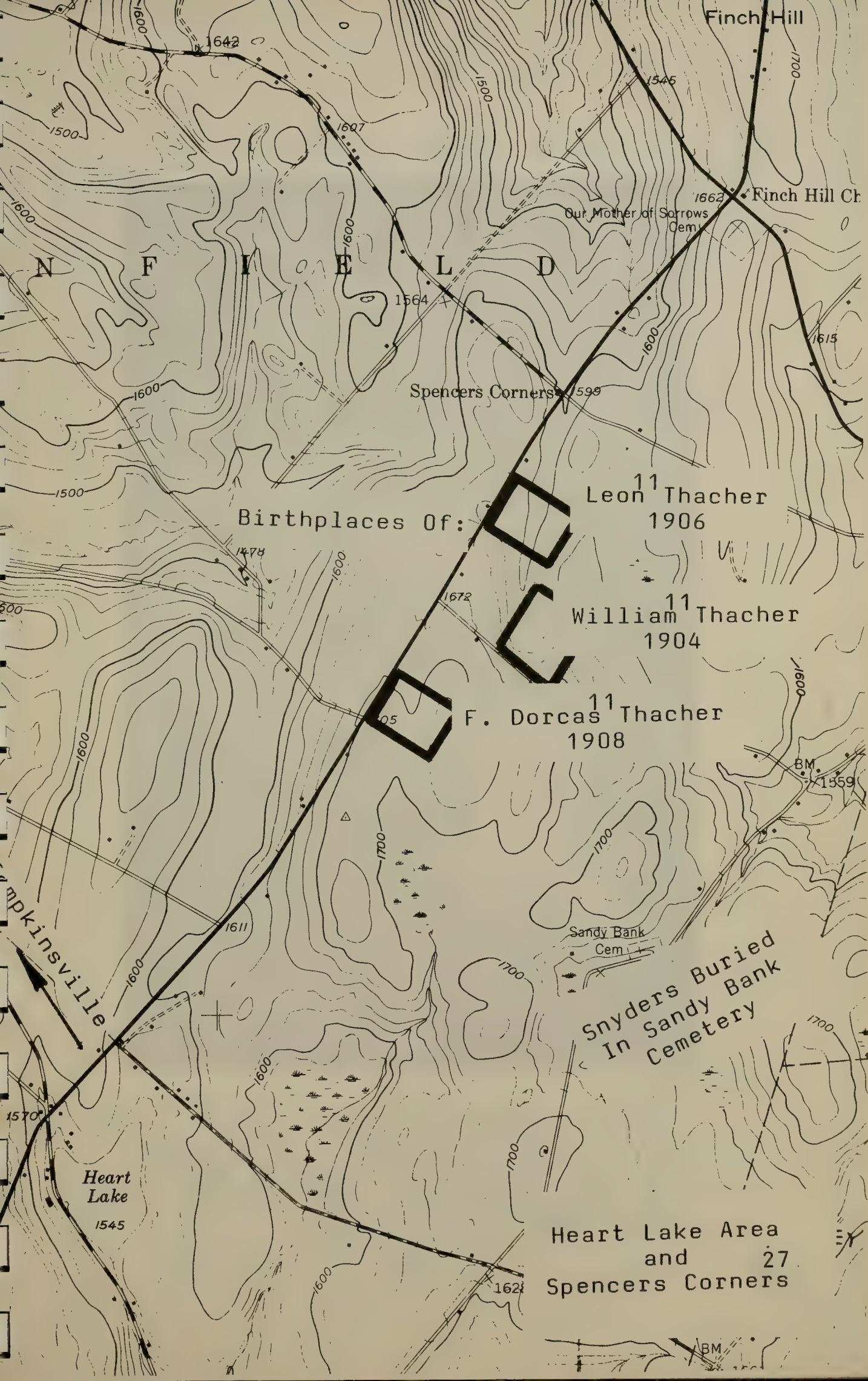
Hattie Thacher was a kind, gentle, and ever understanding wife, and mother. Her health began to fail during her middle age years, and she doctored frequently to maintain her

strength. She became seriously ill in 1930, and on Wednesday, January 1st, in her 46th year, she died. She was buried in the Thacher grave lot No. 98 Section C, at the Willow View cemetery, a quiet and peaceful spot in the foothills of Clifford, Pennsylvania, just about three miles from Dundaff where she was born. The Willow View cemetery, located just off U.S. Highway 106 in Clifford, Pennsylvania, is under perpetual care.

Ralph Webb[10] Thacher was married a second time at Carbondale, Pennsylvania, on Saturday, June 20, 1931, to Alice (Denney) Howell by the Rev. Gray Jones, their Methodist minister. Alice Howell was the widow of Frederick Howell and resided in Herrick Township, Pennsylvania, until 1922. Alice Denney was born at Fiddle Lake, Pennsylvania, on Thursday, January 19th, 1888. Her mother, Abbical Caroline (Walters) Denney was born on Tuesday, March 14, 1865, at_____, Massachusetts. She died on Sunday, June 3, 1934, at their Denney store residence in Union Dale, Pennsylvania, at the age of 69. Abbical Walters, came to Fiddle Lake from_____, Massachusetts, when she was a baby and grew up in Ararat, Pennsylvania. She married Jerome Nelson Denney on _____, November 2, _____at Jackson, Pennsylvania. Jerome Denney was born at_____, on June 3, _____, and died_____July___, 1934 at their Denney store residence in Union Dale, Pennsylvania, at the age of __ years. He was buried in the Gelatt cemetery at Gelatt, Pennsylvania, where a gravestone marks his grave.

Alice (Denney) Howell's grandmother was Caroline (Elliott) Walters. Her grandfather was Alonzo Walters who came from _____, England in _____, and her grandmother's family, "Elliott," lived in Alabama.


Road To Clifford
Three Miles
St Johns Ch
Site of Old Methodist
Church (torn down)
about 500 feet from
cross roads
Dundaff
BM Dundaff
1509
Creek
1654
1705
1826
Dundaff
Cem
Home Site of
Tinklepaughs
1750
Crystal Lake
1742
1747
1689
Newton
Lake
Elkview
Country Club
1756
Dundaff, Pennsylvania
1643
Mud Pond
1677
1694
Fall
247
1400
1500
1600
1700
1800


Finch Hill
Finch Hill Ch
Our Mother of Sorrows Cem
N F I E L D
Spencers Corners
Birthplaces Of:
Leon 11 Thacher 1906
William 11 Thacher 1904
F. Dorcas 11 Thacher 1908
Sandy Bank Cem
Snyders Buried In Sandy Bank Cemetery
Heart Lake
Heart Lake Area and Spencers Corners
1642
1607
1546
1662
1564
1615
1599
1478
1672
1611
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1559
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1500
1600
1700

William Wallace[11] Thacher, 1904
Flora Dorcas[17] Thacher, 1908 (seated)
Hattie Tinklepaugh Thacher, 1884
Ralph Webb[10] Thacher, 1883
Leon Webb[11] Thacher, 1906

1913

Alice Denney married Frederick Howell her first husband on September 15, 1903, at Hancock, New York. Rev. Elder Crane of the Ararat Presbyterian Church in Ararat, Pennsylvania, performed performed the ceremony. Frederick Howell was born on Thursday, January 20, 1848, at Gibson Township, Pennsylvania. He was a farmer by trade and farmed for the greater part of his life in Herrick Township, Susquehanna County, Pennsylvania. Frederick Howell's wife Esther M._____ Howell was born March 20, 1844, she died June 21, 1903; Frederick Howell died on Friday, March 2, 1928, at Union Dale, Pennsylvania. He was buried in the Gelatt cemetery at Gelatt, Pennsylvania. He was a son of Henry Howell, born_____, died Sunday, October 3, 1897, and of his wife Mahely (Pickering) Howell born_____, died_____ _____. They are buried in the South Gibson cemetery at South Gibson, Pennsylvania.

Children: 1 (Howell) son (not in Thacher line).

SAMUEL SANFORD HOWELL
born Wednesday, October 5, 1904; died Saturday, February 7, 1970, in an auto accident on Burnwood railroad crossing; married Thursday, November 8, 1923, at Jermyn, Pennsylvania, to Helen Louise Thorn, born Sunday, July 15, 1900, _____ Pennsylvania; living at Thompson, 1978; Helen Louise was a daughter of Walter Thorn and his wife Agnes (Graham) Thorn of Ararat, Pennsylvania. Samuel Howell and his wife Helen had four children:
ESTHER ELIZABETH HOWELL
born Tuesday, November 4, 1924; _____, _____; living at Herrick, Susquehanna County (1978); married Wednesday, June 12, 1946, at Herrick, Pennsylvania, to Milton Shay born Wednesday, February 6, 1924, at Ararat, Pennsylvania. They had two children Harold Milton Shay born September 20, 1949, and Donald William Shay born Saturday, July 30, 1955, died February 7, 1970, in an auto accident on Burnwood railroad crossing.

LESTER BANJAMIN HOWELL
born Wednesday, December 15, 1926; _____, _____; living at Nicholson, Pennsylvania, Susquehanna County (1972); married first, Friday, November 8, 1946 at_____ Pennsylvania, to Marge Stocker, born_____, at Ararat, Pennsylvania; they had four children, Thomas Lester Howell born May 1, 1947, Janet Marie Howell born June 5, 1948, Patricia Jean Howell born September 2, 1949, and Ronald Walter Howell born September 28, 1950. These four children came to live with their grandfather and grandmother in 1955 when their father remarried. Only Ronald lives there now (1972). Thomas, Janet, and Patricia are married.

Lester Banjamin Howell married a second time to Anna_____ on Saturday, April 23, 1955 at_____, Pennsylvania, born_____, at_____, Pennsylvania. They had one son, Jeffrey Howell born_____.

FREDERICK WALTER HOWELL
born Friday, September 1, 1933; _____, _____; living at Thompson, Pennsylvania, 1972; married Saturday, July 5, 1952 at _____, Pennsylvania, to Hazel Barrows, born Friday, April 15, 1932, at _____ Pennsylvania. They had four children, Jane Marie Howell born August 11, 1953, Frederick Walter Howell, Jr. born August 11, 1955, Jeffrey Lester Howell born November 16, 1956, _____ born October 10, 1958.

HANNAH LOUISE HOWELL
born Friday, November 24, 1939; _____, _____; living at_____, Pennsylvania (1971); married Saturday, June 7, 1958, at_____, Pennsylvania to Alexander Komar, born November 4, 1929 at_____, Pennsylvania. They had three children Michael Komar born January 27, 1960, Robert Vincent Komar born May 10, 1962, and Alexander Joseph Komar born_____.

Samuel Howell and his wife Helen Louise lived together on their farm in the northwestern corner of Herrick Township until his death in

an auto accident on February 7, 1970. His farm is located about two miles from Fiddle Lake where his mother Alice (Denney) (Howell) Thacher was born. Although Sam Howell hired out on occasions on State and County road projects, farming, cattle dealing, and dairy farming was his life's work.

As a hobby, and as a commercial venture too, Sam and his family operated a public riding service for adults, and pony facilities for the children. On many occasions operating his pony rings under contract in towns many miles from his farm. Sam farmed many acres of land and maintained over a hundred head of dairy cows under strict State health regulations relative to barns, automatic milkers, and the cattle themselves.

Ralph Webb[10] Thacher moved from Carbondale to Union Dale, Pennsylvania, in August of 1931, two months after he married Alice (Denney) Howell. They lived in a large white house close to the Union Dale railroad station, a D & H landmark for many years during the passenger train era. The station is town down now, removed some time in the early 1960's, after many useful years. Passenger service on the railroad however was discontinued in 1952. From 1931 until he retired in 1952, Ralph shuttled back and forth from his Union Dale home to his work terminals at Carbondale and Wilkes-Barre.

Union Dale, a "Meeting of the Waters" of the Lackawanna River's east and west branches, was carved out of Herrick Township, Susquehanna County, Pennsylvania, in about 1879. The Howell home was located just across the tracks from Denney's store where Alice Thacher's unmarried sister Sarah Denney lived and managed the families' general store for many years. Sarah Denney closed the store in 1968 and now

lives with her sister Alice (1972).

In 1932 Ralph Thacher entered politics as a candidate for school director, on the Republican ticket. He was elected and became school director of the Herrick Township schools in Susquehanna County, Pennsylvania, an office he held until 1956, twenty-four years. During this same period he was also a Republican Committeeman, for eighteen years. He was elected Mayor of Union Dale in 1956, 1962, and again in 1968 and served in that capacity until his death on January 13, 1971.

During his years of active Republican politics, Ralph Thacher was instrumental and successful in bringing about better school facilities, qualified teachers, improved school transportation for students, new fire fighting equipment, better community relations, a new post office that he dedicated on October 26, 1960, and many more worthwhile projects that were a benefit to the Borough of Union Dale. He was a charter member of the Union Dale organized volunteer fire department. In 1957 he met with the school directors of Forest City and Herrick Township, and signed a school jointure agreement with the township school directors in Vanling, Lackawanna County, Pennsylvania.

In 1960 he was greatly concerned with U. S. Government's plans for the removal of many houses and business places along the West Branch of the Lackawanna River in the Borough of Union Dale. In this area, homes and business places below the elevation of _____, were condemned to make room for the new Stillwater reserve dam, and although many were concerned, the project plans developed satisfactorily and all residents affected were relocated. The dam was started on _____, and it was finished on _____.

Ralph Thacher retired from the Delaware and Hudson Railroad Company in 1952, after more than forty years of faithful service. He spent the last four years of his career as the engineer of the trim and picturesque locomotive 500, the pride of the Scranton-Carbondale commuter trains. The old 500 had pulled many a passenger train in the years gone by, not only from Scranton but Wilkes-Barre too, sometimes six and seven cars long and filled with passengers. It brought thrills and happiness to many youngsters too, as they waited patiently in their yards along the way, to see the train go speeding along the tracks and throwing its black smoke back over the passenger cars. Day after day, year after year, it carried its many passengers and commuters to their destinations in Wilkes-Barre, Scranton, Carbondale, and Hanesdale, returning home sometimes on the same day. A good cleaning, and she was off again the next day.

It was a sad year for passengers and commuters in 1952, for it was in this year that the Delaware and Hudson Company discontinued their last remaining passenger service from Scranton to Carbondale on the Pennsylvania Division. The era of the steam engine was just about over. It was over a hundred years since the "Stourbridge Lion" made its first trial run in the Western Hemisphere, at Honesdale, Pennsylvania on August 8, 1829. The era of personal motor cars, commercial buses and airplanes, and strong diesel engines were now taking over the transportation problems.

On May 17, 1958, Ralph Webb[10] Thacher was 75 years old, and in honor of his birthday, he was tendered a party at the Phoenix Club in Union Dale, Pennsylvania, and along with his wife, Alice, he was wished many happy years ahead by his sons, daughters, family, and his many

friends who were unable to be there. Those who personally wished him well at his reiunion party were: Mr. and Mrs. William W. Thacher and his son William, Jr. of Binghamton, New York; Mr. and Mrs. Leon Thacher of Roselle, New Jersey; Mr. and Mrs. Harry Snyder and their daughter Sheila, of Falls (Tunkhannock), Pennsylvania; Mr. and Mrs. Earl Keenan and his family, Larry, Shirley, Lois, and Doris of Union Dale, Pennsylvania; Mr. and Mrs. Samuel Howell of Herrick, Pennsylvania; Mr. and Mrs. Raymond Avery, and Miss Katheryn Rebecca Thacher of Carbondale; Mrs. William P. Thacher of Wilkes-Barre, Pennsylvania; Mr. Sheldon W. Thacher of New York City, New York; Mr. Elwood J. Thacher of Arlington, Virginia; Miss Sarah Denney of Union Dale, Pennsylvania; Mr. and Mrs. Rowland Avery and their children David and Jean of Ithaca, New York; Mrs. Barbara Young of Philadelphia, Pennsylvania; Mr. and Mrs. Robert Paul and Mrs. Natalie Covalone of Brooklyn, New York; and Mr. and Mrs. Theodore Crosby of Falls (Tunkhannock), Pennsylvania.

Ralph Thacher was raised a Master Mason, in 1920, at the Susquehanna lodge #360 in Susquehanna, Pennsylvania. He later transferred to lodge #249 in Carbondale, Pennsylvania. In 1970, the members of his lodge joined with the Grand Lodge of Pennsylvania in honoring his 50th Masonic birthday. He was presented with a gold 50-year lapel pin commemorating his long membership as a Master Mason an award few Masons ever attain.

One of his most interesting hobbies along with his farming and raising vegetables, was buying, selling, trading, and bartering old antiques, furniture, guns, coins, and the like. Attending auctions in all parts of northeastern, Pennsylvania, not only for antiquated items and relics of times gone by, but to deal in

farm wares, crops, cattle and machinery.

Ralph had a very particular keepsake and a treasured family heirloom, a walking cane, handed down from his grandfather Peter Thacher (1808-1888), to his father James Peter Thacher (1849-1920), and then to himself, before his father died years ago. The cane was made by Peter Thacher in Hartford, Connecticut, from a limb of the historical "Charter Oak" tree. The origin of the cane was through one of Peter's neighbors, who borrowed a hatchet from him to cut two limbs from the fated Charter Oak tree, one of which he gave to Peter, his good friend and neighbor. From this limb Peter Thacher fashioned himself a cane which he used, and his son James Peter used in later years. The cane is not used now, but kept as a family remembrance of the importance of this historical Charter Oak tree. James Peter shortened the cane about two inces at one time but kept the piece, which is still held in the family, as a memento of this great old tree.

The "Charter Oak Tree" was a giant tree in Hartford, Connecticut, which became famous becasue Connecticut's original charger was once hidden there so that the English governor could not destroy it. The New England colonies were in danger of losing their charters and their freedom when James II became King of England in 1685. Sir Edmund Andros came to Hartford in 1687 to sieze the Connecticut charter by force and make the colony part of a proposed royal Dominion of New England. The charter was to be turned over to the king's man at a night council meeting. During the meeting, the door to the council room flew open and a gust of wind blew out the candles. When light was restored, the Connecticut charter was gone. According to a story told later, Joseph Wadsworth had hidden the charter in the heart of a nearby oak tree.

W. HARTFORD
FARMINGTON
TORRINGTON
AVON
WINSTED
CAPITOL AVE.
FARMINGTON AVE.
PARK ST.
HUDSON ST.
ANN ST.
CHAPEL ST.
HIGH ST.
ALBANY
MAIN ST.
W. CHAPEL
ASYLUM AVE.
CHURCH ST.
TRUMBULL ST.
PROSPECT ST.
SHELDON ST.
ARCH ST.
COLUMBUS BLVD.
STATE ST.
MORGAN ST.
UNION ST.
COMMERCE
CHARTER OAK MONUMENT
CHARTER OAK AVE.
SYLVAN ST.
WINDSOR
WINDSOR LOCKS
ENFIELD
SPRINGFIELD
BULKELEY BRIDGE
FOUNDER BRIDGE
84
HUYSHOPE AVE.
VAN DYKE AVE.
CONLAND HWY.
WEST
EAST
NORTH
SOUTH
OAK
CHAPIN BRIDGE
2
44
GOVERNOR ST.
BLVD.
CONNECTICUT
PITKIN ST.
E. WINDSOR
WAREHOUSE
SPRINGFIELD
MAIN ST.
EAST HARTFORD
SILVER LA.
36
MAIN ST.

The document remained hidden until 1689 after James II fell from power. It was brought out and used as the supreme law until 1818. The "Charter Oak" was blown down during a windstorm in 1856, and a granite shaft has been erected to mark the spot where it once stood.

Along with the cane that was fashioned out of a limb of the great Charter Oak tree, Ralph[10] Thacher preserved a paper written by his grandfather, Peter[8] Thacher in which he speaks of his relatives and his ancestors. The paper was found in the personal effects of his father James Peter[9] Thacher after his decease in 1920, and reads as follows: (The information shown in parenthesis has been added by Elwood James[11] Thacher[11] to clarify the subject matter.[9] Elwood James is a grandson of James Peter Thacher).

I (Peter[8] Thacher 1808-1888) was born in the city of Hartford, September 11th eighteen hundred and eight. My parents name was Peter[7] Thacher (1770-1849) and Annē Thacher. (Annē Beaumont Parks Thacher 1773-1850). My grandparents name was John[6] Thacher (1739-1805). My grandmother's name was Abigail Swift (1745-1832) all of Lebanon, Connecticut. I never knew what my grandfather or grandmother's name was on my mother's side. My mother's maiden name was Annē Parks (Anne Beaumont Parks) of Bethlow, Connecticut. I never saw either of my grandfathers. I remember my grandmothers on both sides. They were both of English extraction. My father (Peter[7] Thacher 1770-1849) was a decendant of the Rev. Thomas[3] (Thomas Thacher 1620-1678) who was the (first) pastor of the Old South Church of Boston (the third or Old South Church), who came to America in Sixteen hundred and thirty-five (1635) at the age of 15 years with his Uncle Anthony[2] (Anthony Thacher 1587.8-1667) who was shipwrecked and lost all of his nine children (Anthony[2] Thacher lost only four children, William, Edith, Mary

and Peter by his first wife Mary who died at Salisbury, England. In a letter to his brother Rev. Peter concerning the shipwreck, he stated there were seven in his family, he, his wife, and four children. Who the seventh person was is unknown. Anthony Thacher and his first wife had only five children. When he sailed to America he left his son Benjamin with his Uncle Rev. Peter of St. Edmunds. Benjamin age 5 died at Salisbury, England, September 1, 1639). Himself and wife was all that escaped the shipwreck. His nephew Thomas (Rev. Thomas Thacher 1620-1678) who came to this country with him was not in the shipwreck, (when Anthony sailed from Ipswich, Massachusetts for Marblehead, Thomas did not go with him, he journeyed over land to Marblehead, despite the dagger of hostile indians) and from this Thomas who had two sons, Peter, Ralph (Thomas Thacher had three sons Thomas 1644-1686, Peter 1651-1727 and Ralph 1648-1733.5) from whom about all of the Thachers (the Boston Branch) in this country descended. Myself (Peter Thacher 1808-1888) and all of the Hartford, Connecticut, Thachers are from Ralph (Ralph Thacher 1648-1733.5) and the Hartford, Pennsylvania, Thachers are descended from Peter (Peter Thacher 1651-1727). My ancestors on my father's side (Peter 1770-1849, John 1739-1805, Rev. Peter 1686-1766, Rev. Ralph 1648-1733.5, Rev. Thomas 1620-1678, Rev. Peter Thacher 1587-1640, and Rev. Peter 1545-1624) came from the south part of England from the town of Salisbury where his father was pastor of St. Edmund's church, a Stone Ediface (Rev. Peter Thacher, Rector). He died while an incumbent of said church (1640-1) and was buried in the churchyard where the stone that marks his grave is still or was a few years since to be seen (Rev. Peter Thacher was buried in a tomb). All of my father's (Peter Thacher 1770-1849) descendants which was quite numerous (Peter had thirteen children, Augustus 1796, Emeline 1798, Nancy 1800, Sheldon 1802, Abigail

1804, Lucy Ann 1806, Peter 1808, Elizabeth 1810, Apphia 1811, Thomas Anthony 1815, George 1817, John , Charles , seven boys and six girls) all are gone from Hartford. Except one nephew_____, my father's family of twelve (13) children are all, excepting myself, gone to the grave and soon I (Peter Thacher) shall be gone to give place to my descendants which are somewhat numerous. Some years ago I was introduced to a man by the name of Thacher who had just come to this country and was born of Welsh parents and spoke their language. I suppose that by marrying and intermarrying that the name got to be Welsh. Their country is contiguous to_____ (England) and not much wonder that it should culminate in that way. I once went with my mother (Annē Beaumont Parks Thacher (1773-1850) to her native place (Annē Thacher was born in Bethlehem, Connecticut, she died at Hartford, Connecticut, and was buried in Spring Grove cemetery) and stayed some days and visited the old homestead where she was born (Bethelehem, Connecticut). No one lived in the house but I got in a window and opened the door, found it all empty. We went in one room after another and finally in the old bedroom. When mother, pointing to one corner, said that her father died there (Elijah Parks was her father, born 1742- , married Annē Beaumont, Thursday, June 11th, 1772, at Woodbury or Bethelehem, Connecticut. Annē was born at Bethelehem, Connecticut, Friday, April 2nd, 1773, she died Thursday, June 13th, 1850). My mother had three sisters, one married a Mr. Byington and lived and died in New Hartford in the State of New York. One married a Mr. Clark who bought a farm in Livonia, New York, and one married the Rev. David Bacon at the age of eighteen years and went to Detroit as a missionary (Elijah Parks and Annē Beaumont Parks had ten children, Anne 1773, Urana 1774, Samuel 1776, Sheldon 1779, Polly 1781, Alice 1783, Beaumont

1785, Anna 1785?, William_____, Betsy_____). It was then almost the outpost of civilization where they spent some years. This David Bacon was the father of the Rev. Dr. Bacon who died in New Haven a few years ago (188_). He was the last of his father's family. He left six sons, a number of them ministers of the Gospel.

The above paper was written by Peter[8] Thacher[9] probably for his son James Peter but it was not signed or dated. However, in a letter dated April 20, 1886, his sister-in-law, Elizabeth Baldwin Thacher, wrote him (Peter[8]) of the death of his last brother (Thomas Anthony[8] Thacher, her husband) so he must have written the letter after that time. His sister-in-law, widow of Thomas Anthony[8] Thacher 1815-1886, was Elizabeth Baldwin Sherman Thacher his second wife who was born in 1823 and died in 1917.[8] She married Thomas in 1860. Thomas Anthony[8]'s first wife was Elizabeth Day 1820-1858. They were married in 1846. Thomas Anthony[8] had nine children, five by his first wife, James Kingsley 1847, Thomas 1850, Edward Stanley 1852, Alfred Beaumont 1854, and John Seymour 1856, and four by his second wife, Sherman Day 1861, William Larned 1866, Elizabeth 1868, and George 1870. Thomas Anthony[8] Thacher, Peter[8] Thacher's brother was a professor at Yale College from 1838 to 1880. He died on Wednesday, April 7, 1886. Peter[8] Thacher died Monday June 18th, 1888, at Scott, Pennsylvania. (Green Grove)

Mayor Ralph Webb[10] Thacher was proud of his many old relics of the past and his family keepsakes, and he was never too busy to tell you the story behind these old treasures. Take that Fowling Piece of his grandfather's for instance (Peter[8] Thacher 1808-1888). It was just an old gun but to Ralph it recalled a story of many happy huntng days of years long ago. It's worn and isn't useable anymore, but its been in the family a good many years. Peter[8] Thacher brought

it to Carbondale, Pennsylvania, when he moved from Hartford, Connecticut, in 1847.

The gun is just an old relic, but it gives you some idea what guns were like in the early eighteen hundreds, and then too, something about the men who toted them. The gun measures sixty inches from the end of the barrel to the end of the butt or stock, and it has a forty-six inch barrel. The gun had to be hand loaded and the powder, wadding, and shot were tamped into the gun with a tamping rod that was carried on the underside of the barrel. The gun was fired by a flint-type lock which also had to be hand loaded. As time went by this old Fowling Piece was passed along with other family keepsakes from generation to generation, Peter Thacher[8] 1808-1888, James Peter[9] 1849-1920, Ralph Webb[10] 1883-1971, Elwood James[11] 1907 - has it now (1972).

Ralph Thacher was proud of another family keepsake, a pair of brass Andirons and Tongs from the old Thacher homestead in Hartford, Connecticut. These too, were brought to Carbondale, Pennsylvania, by Peter[8] when he moved from Connecticut in 1847. Peter[8] was thirty-nine years old when he came to Carbondale. Elwood James[11] has the Andirons now.

Years ago Annie Turner gave Ralph a souvenir Legenaria Gourd from Port Au Prince, Haiti. Gourd fruits there were dried and prepared by Haiti natives who used them for carrying and storing water and other liquids. Annie Turner was a niece of Stuart Snyder. He was the stepfather of Flora Jane Webb Thacher (1858-1934), Ralph Webb[10] Thacher's mother. Annie Turner, one of the first nurses ever hired by the U.S. Government, first served as a nurse in Cuba (1899). Annie Turner's father, Merrit Turner, was married to a sister of Flora Jane Webb Thacher.

Port Au Prince (PAWRT-OH-PRANS) the capital and chief port of the republic of Haiti (Haytih) had a population of about 115,000 in 1949. The city faces a large bay at the western end of the island of Hispaniola. Private homes are built on the hilly uplands, where there is a beautiful view of the sea.

Haiti, the western thrid of the lovely island of Hispaniola had a population of about 3,000,000 at that time. Four-fifths of the people lived in villages or on farms. Nearly all are negroes or mulattoes, descendants of slaves brought in by the French to work the plantations, and many of them have French blood. Unlike negroes in many parts of the world, the Haitian Negroes are the majority group and look down upon the white minority. The typical Haitian farmer lives in a thatched hut on his own tiny piece of ground. Food is plentiful in the tropics. The farmer grows corn or some other crop and often owns a few chickens, a pig, or a goat. He was considered well-to-do if he had a cow. The life of the peasants has changed very little in the last hundred years. These people are still close to their African ancestors. They like to work in groups going from one farm to another swinging their hoes to the beat of a drum. Coffee is the most important crop, and sugar is second. Other crops grown include tobacco, rice, arrow root, cocao, and many kinds of tropical fruits. There are small factories which make furniture, soap, cigarettes, bricks, and rum. Haiti sells coffee, sugar, bananas, and cotton. The United States is Haiti's chief customer.

After Columbus discovered Hispaniola in 1492, Spain claimed the whole island, which is one of the largest islands of the West Indies. The first French settlers were pirates who used La Tortue, a small island north of Haiti, as a

base in the 1600's. Spanish, English, and French colonists settled in the northern part of the region which is now Haiti. Haiti with an area of 10,204 square miles, is slightly smaller than Maryland. It is 160 miles wide at its widest part in the south. Its coast line is 1342 miles long and is marked by bold cliffs and deep harbors. The first inhabitants were Arawak Indians, who died out soon after the coming of the Spanish settlers. The name Haiti comes from an Indian word which means high land. This name was once used for the entire island.

Another antiquated article of the days of yore from Ralph Thacher's collections is a hat rack made from three mounted and polished Buffalo Horns from the old west. Two of these horns were given to Ralph's mother, Flora Webb Thacher, by a family friend who had returned from a gold mining venture in California. The third mounted horn was a gift from Merrit Turner, a relative, who lived in Port Jarvis, New York. From a fourth Buffalo horn, a set of hand-carved Penquins were made. These were unusual talents in that the Penquin models were carved in two sections, each model having a top and a bottom. The Penquins were a gift of remembrance of the old west from Rowland Avery. Rowland was a son of Hazel Thacher Avery, Ralph Thacher's sister. Rowland was in the military service then and was stationed in Louisiana.

In the 1850's twenty million Buffalo thundered over the western plains. Railroad trains were often halted by the huge herds that crossed the tracks. But alas, by 1889 only about 550 of the big bison could be found alive in the entire United States. Hunting buffalo was then restricted, and through the means of laws and other protective measures there are many thousand in the U. S. and Canada.

Ralph Thacher had a small Indian Pottery vase given to him years ago, and at that time he was told of its archaic origin. The vase he was told was uncovered during an archaeologic excavation in Arequipa, Peru. The vase measures five and one-half inches in height and has a neck of two inches with an opening two inches at the top. The round body measures four inches in diameter and has two small handles one on each side. The vase was given to Elwood Thacher in 1968.

Arequipa (AHrayKEEpah) is located in southern Peru, has a population of 46,000 (1949), and lies 7500 feet above sea level at the foot of a beautiful volcano called El Misti, 19,166 feet above sea level. The city has sunshine almost all year around, and is famous for its flower gardens. Arequipa is the largest city in southern Peru, and their leading products are silver, sugar cane, alpaca hair, sheep, and cattle. The city was once inhabited by the Incas. The Spaniards founded a settlement here in 1550. Ruins of an Indian civilization earlier than that of the Incas have been found near the city.

The Inca empire was founded about A.D. 1200 by Quechuan Indians of the Peruvian Andes. Their empire extending from northern Equador into Boliva and northern Chile, and from the Pacific Coast to the eastern slopes of the Andes, had a population of from eight to ten million Indians. Its ruling class was warlike. During the period of the Incas a 2300-mile highway was built, but they had no vehicles with wheels. The first white potatoes were developed here from a sour root by the early Incas, long before the conquest of Peru. The Incas also recorded charge account debts by tying knots in colored cords at definite intervals.

Two Spanish adventurers and explorers, Fancisco Pizarro and Diego de Almagro, with a handful of followers succeeded in conquering most of Peru between 1532 and 1538. Pizarro laid the foundation stone for the magnificent government palace which dates from 1535.

Indian arts and crafts have been kept alive in Peru, but the silver textiles, and pottery do not compare with those made by the Indians before the Spanish Conquest.

In memory of William Webb, Ralph[10] Thacher kept a simple wooden cup or small urn given to him by his mother Flora Jane (Webb) Thacher (1858-1934). William Webb was his mother's father who was killed when he was still a young man. He died as a result of injuries he received when a shop beam fell on him while working at the mill. William Webb (183_. 186_) was a cabinet maker in Hawley, Pennsylvania, about 1860. The wooden cup measures seven inches in height and has an opening four inches wide at the top. The bottom of the cup a two inches above the round base (which measures four and three quarters inches) has a diameter of two and one-half inches. Ralph painted the cup gold some years ago, and said later he wish he hadn't.[11] Elwood Thacher has the cup now.

Union Dale's Mayor Ralph Webb[10] Thacher observed his 83rd birthday on May 11, 1966, and a dinner party was held in his honor in Lash's dining hall at Finch Hill, Pennsylvania. Those present to honor him on his birthday were his wife Alice Denny Thacher; his oldest son and his wife, Mr. and Mrs. William Wallace[12] Thacher, Sr., and their son William,[13] Jr. of Binghamton, New York; his second oldest son and his wife Mr. and Mrs. Leon Webb[12] Thacher of Branchville, New Jersey; his oldest daughter and her husband, Mr. and Mrs. Harry Snyder of Carbondale, Pennsylvania; his youngest daughter

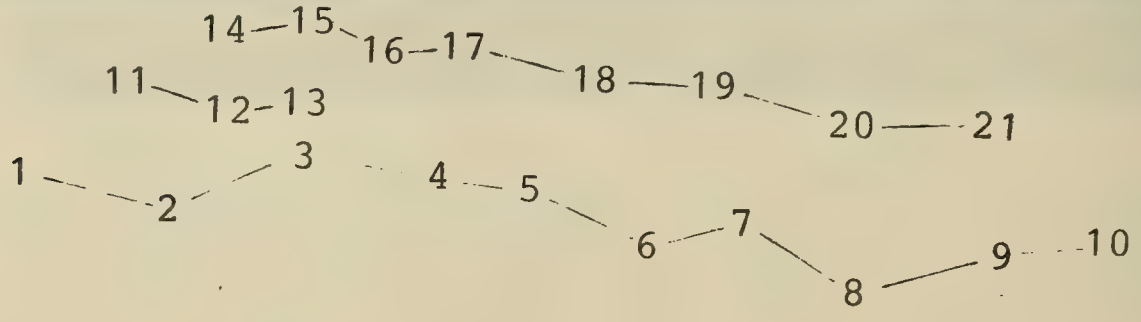
and her husband, Mr. and Mrs. Earl Keenan and their two children, Lois and Doris of Union Dale, Pennsylvania; his youngest sister and her husband, Mr. and Mrs. Raymond Avery of Carbondale, Pennsylvania; his wife's son and his wife, Mr. and Mrs. Samuel Howell of Herrick Center, Pennsylvania; his wife's sister, Sarah Denney of Union Dale, Pennsylvania; Mrs. Philip Jewell and her son Philip, Jr. of Union Dale, Pennsylvania; and Robert Kennedy of University Park, Pennsylvania.

From Ralph Thacher's scrapbook of newspaper clippings of 1966, it was noted that the farmers predicted a long hard, cold, and snowy winter. The old-fashioned kind that grandfather describes. Heavy snows predicted for December-January-February, a blizzard predicted for March, and one of the worst sleet storms in a long time predicted for February. The farmer says: Did you notice how tightly the husks clung to the sweet corn cobs? Have you seen the high muskrat houses and the longer than usual cattail heads? Acorn saucers are unusually large and the filagree markings very distinct. Snakes were lively in September and woodchucks have been feeding late to put on extra fat. Pine trees have shed many needles so the snow will sift through and not break branches. Most important is the angle of chipmunk's tails. If tails float to the rear, it means an easy winter; if straight up, a normal winter. But, if the tails are over their backs pointing in the direction they are traveling, it means a humdinger. The farmers advised heap the woodshed high, make sure of ample fodder for the cows, and get an extra pair of heavy longies.

The winter of 1966-67 was an old-fashioned one, hard, cold, and snowy.

Union Dale's Mayor Thacher
And His Children
On His 83rd Birthday
1966
Left To Right: Flora
Dorcas, Leon Webb, Mayor
Ralph Webb Thacher, Elonore
Ruth (Thacher) Keenan,
William Wallace.

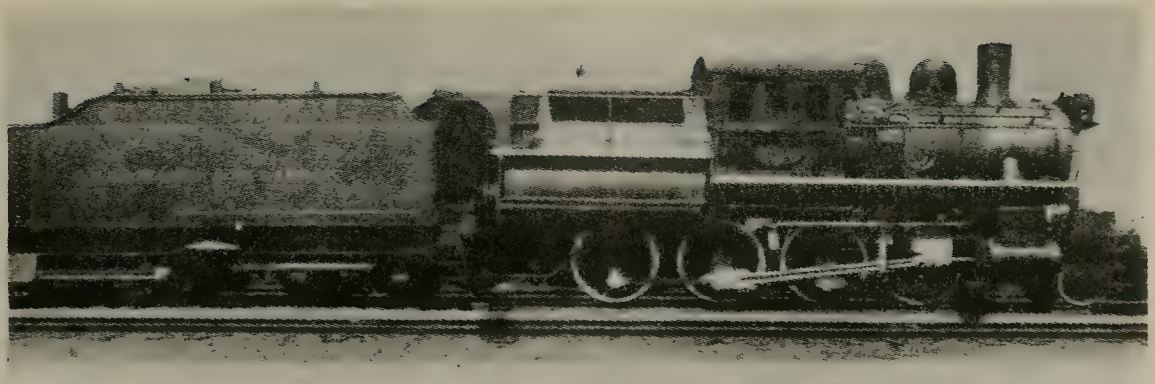
Wilson School
Scott Township
Lackawanna County
Pennsylvania
1891



1. BERTHA _____
2. CHRISTOPHER _____
3. NELLIE _____
4. GERTIE _____
5. MARTHA HOWIE
6. SARAH HOWIE
7. RALPH WEBB THACHER
8. WILLIAM PETER THACHER
9. EUGENE MILLER
10. ROBERT BAKER
11. EDITH MILLER
12. OLIVE MILLER
13. EFFIE STANTON
14. JULIA WHITE
15. BLANCHES SMITH
16. SADIE VAIL
17. CORA WHITE
18. INA STANTON
19. BENJAMIN THOMAS
20. VERNON WHITE
21. DENNIS STANTON

Original Wilson School House
Scott Township
Built About 1851
1968

Hattie Tinklepaugh Thacher
1884-1930
1913



Camelback Engine 726
1899

Ralph Webb Thacher, Fireman (Left)
And E. R. Simpson,
Engineer Along Side Their
Nineveh Passenger Engine
559, Built In 1907

1919-1920

Delaware And Hudson
Engine 500
Coupling-Up
Carbondale Station, Pennsylvania
Locomotive Engineer
Ralph Webb Thacher
1952

10

Ralph Webb[10] Thacher
1883-1971
Alice Denny Howell Thacher
1888-1975

And Friends
Mary Lou Crandle
Bell Williams
Renna Williams

1961

Union Dale, Pennsylvania
Home Of
Ralph Webb Thacher
1968

Denney's Store
Union Dale, Pennsylvania
1968

Charter Oak Cane, 1843
Of
Peter[8] Thacher, 1808-1888
To
James Peter[9] Thacher, 1849-1920
To
Ralph Webb[10] Thacher, 1883-1971
To
William Wallace[11] Thacher, 1904-1979

Ralph Webb[10] Thacher was a 25-year member of Gibson Grange 798, and a member of the Union Dale United Methodist Church. When he died in 1971, Ralph Webb[10] Thacher had ten grandchildren, twenty five great-grandchildren, and one great-great grandchild.

GRANDCHILDREN:

William Anthony[12] Thacher
Lorraine[12] Thacher Paul
Natalie[12] Thacher Cavalone
Nancy Snyder Crosby
Donna Snyder Keithline
Lawrence Keenan
Shirley Keenan Jewell
Lois Keenan Kennedy
Doris Keenan Kelly

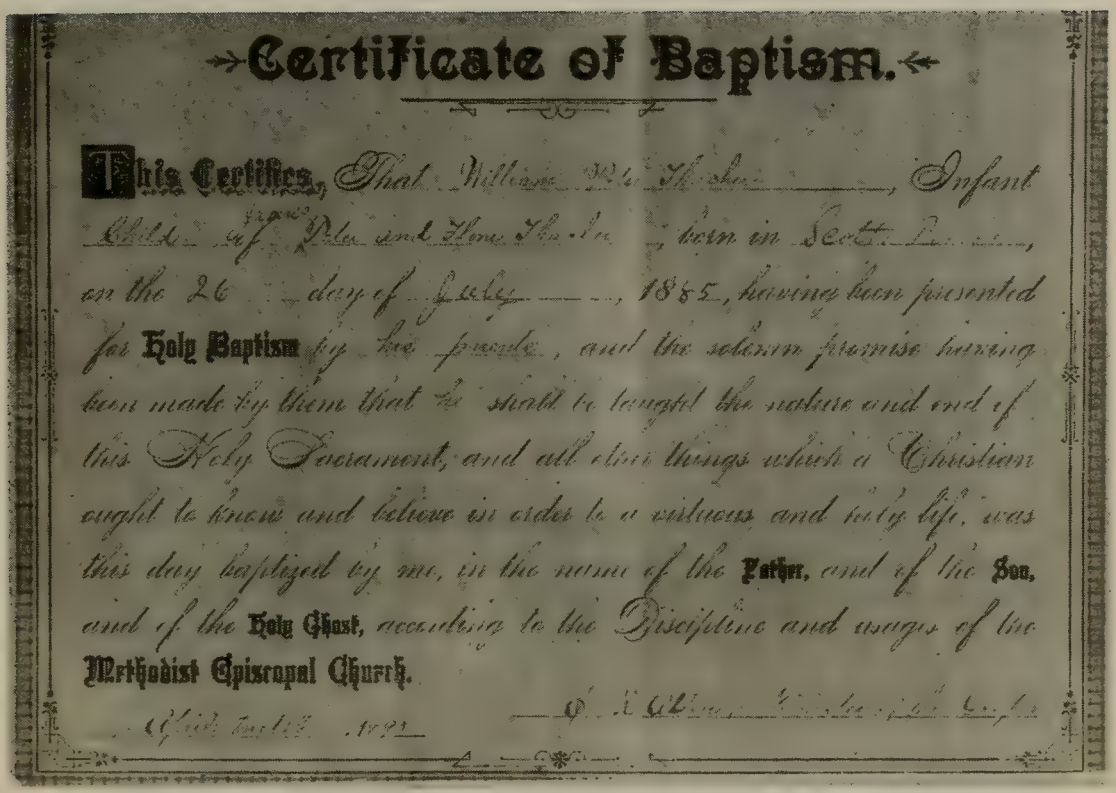
GREAT-GRANDCHILDREN:

Lorraine Paul Stokes
Maureen Paul Pearlman
Robert Gerard Paul
Richard Joseph Paul
Mary Ann Paul
John Gregory Paul
Margaret Ann Paul
Linda Cavalone
William Cavalone
Philip Cavalone
Dorothy Cavalone
Mark Cavalone
Suzane Cavalone
Theodore Marvine Crosby
Kenneth Wayne Crosby
Valerie Ann Crosby
Chris Keithline
Jeffrey Keithline
Fanny Keithline
Burton Jewell Jr.
Linda Lee Jewell
Laura Kennedy
Robert Kennedy
Connie Kelly
Kenneth Kelly

GREAT-GREAT GRANDCHILDREN:

Thomas Stokes Jr.

William Peter[10] Thacher
1885-1957
1910



Certificate of Baptism.

This Certifies, That William Peter Thacher, Infant Child of Peter and Flora Thacher, born in Scott Prairie, on the 26 day of July, 1885, having been presented for Holy Baptism by his parents, and the solemn promise having been made by them that he shall be taught the nature and end of this Holy Sacrament, and all other things which a Christian ought to know and believe in order to a virtuous and holy life, was this day baptized by me, in the name of the Father, and of the Son, and of the Holy Ghost, according to the Discipline and usages of the Methodist Episcopal Church.

[illegible]

10
William Peter Thacher
1885-1957
Birth Certificate
1890

William Peter Thacher, 1885
Ralph Webb Thacher, 1883
Kathryn Rebecca Thacher, 1887
1890

51 WILLIAM PETER[10] THACHER (James Peter[9], Peter[8]
45 Peter[7], John[6], Rev. Peter[5], Rev. Ralph[4], Rev. Thomas[3], Rev. Peter[2], Rev. Peter[1]) born Sunday July 26, 1885, in Scott Township, Lackawanna County, Pennsylvania; baptized in the Methodist Episcopal Church by Rev. J. R. Allen on April 12, 1890; resided in Scott Township, Greenfield Township, Carbondale, and Wilkes-Barre, Pennsylvania; he was a railroad conductor on passenger and fast freight trains of the Delaware and Hudson Railroad Company for over 54 years, October 1, 1903 - October 30, 1957; he was an active trainman, union committeeman, and delegate for many years to the Grand Division meetings of the Order of Railway Conductors, until his death; he was a staunch Republican, and a district committeeman in the city of Wilkes-Barre for several years; "Bill" Thacher received his early education in Scott and Greenfield Townships, and did not attend college; he died at the Wilkes-Barre General Hospital on Wednesday, October 30, 1957, at two o'clock in the morning, a few days after a serious stomach operation; he was 72 years, 3 months and 4 days of age;
he was buried in lot 98, section C, on Saturday, November 2nd, 1957, in the Willow View Cemetery, Susquehanna County, Clifford, Pennsylvania, where a gravestone marks his resting place; William Peter[10] Thacher was married at Wilkes-Barre, Luzerne County, Pennsylvania, on Wednesday, April 18th, 1906, to Minnie Werry (spelled also Wherry by the family) of Wilkes-Barre ; by Rev. J. N. Goodrich, Ph. D.D.D. of the Bennett Memorial Methodist Church; she was born in Wilkes-Barre on Tuesday, March 1st, 1887; she lived at 316 New Grant Street in Wilkes-Barre until 1968; she died on Thursday, July 8th, 1971 at 8 o'clock in the evening at the Green Ridge Convalescent Home in Scranton, Pennsylvania,

where she had been a resident for three years; she was a daughter of William Joseph Werry, Jr. of Wilkes-Barre, Pennsylvania, by his wife Sarah Jane (Adams) Werry who resided in Wilkes-Barre before her marriage. William Werry, Jr. was born in Cornwall, England, on December 25th, 1858; he died at the home of his daughter Minnie Werry, in Wilkes-Barre, Pennsylvania, on Monday, July 16th, 1945, and was buried in the Wilkes-Barre City Cemetery on North River Street. William Joseph Werry, Jr. married first on _____ 1880, at Wilkes-Barre, Pennsylvania, to Sarah Jane Adams who was born in Wilkes-Barre, _____ 1859; she died at Wilkes-Barre, on _____ 1888, and was buried in the Adams' burial lot No. 481 in the Wilkes-Barre City Cemetery on North River Street.

William Werry married a second time at Wilkes-Barre, on Wednesday, November 28th, 1894, to Caroline Bird who was born in Wales, Europe, on Monday, July 8th, 1867; she came to America in _____; she died at Elmira, New York, on Monday, November 1st, 1954, at the home of her daughter Louise Wherry Thomas. Caroline Bird Werry was buried along side her husband in the Wilkes-Barre City Cemetery where gravestones mark their resting places.

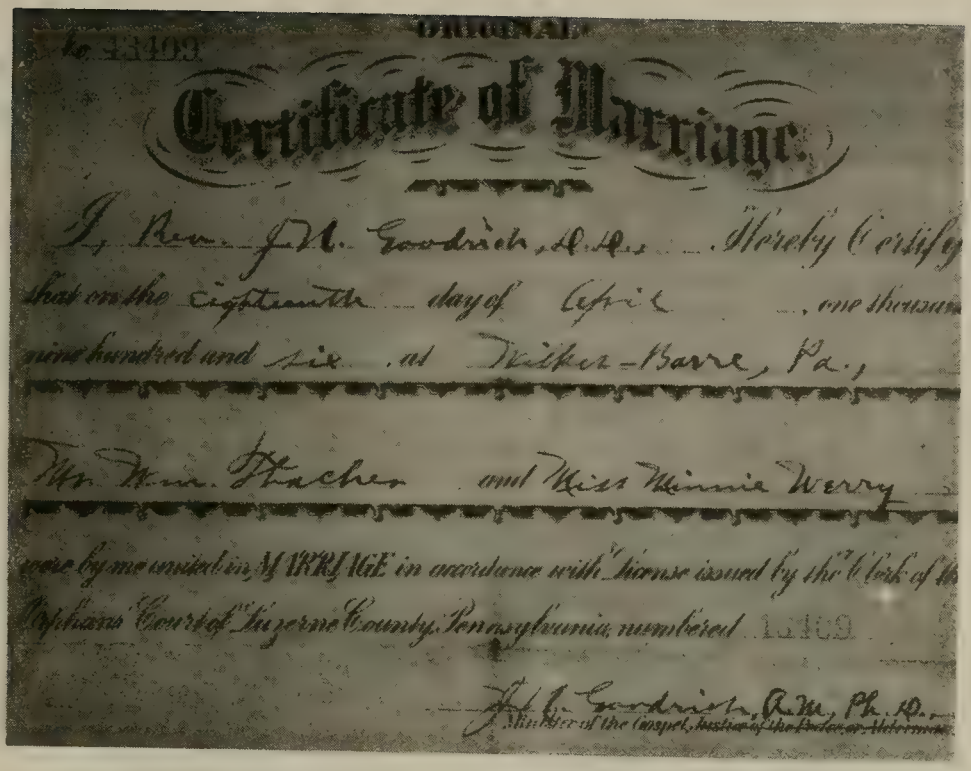
Children: 4 (Thacher) 4 sons, all born at Wilkes-Barre, Pennsylvania

ELWOOD JAMES[11], 58
born Tuesday, July 23, 1907; _____;
living in Winter Haven, Florida 1970; married Arline Beatrice Millham.

SHELDON WILLIAM[11], 59
born Friday, June 21, 1912; _____;
living at Drexel Hill, Pennsylvania, 1973; married Dorothy Elizabeth Walsh.

CLIFFORD JAMES[11], 60
born Saturday, August 22, 1914; _____;
living at Susquehanna, Pennsylvania, 1973; married Mildred Tyson Jones.

MERLYN JAMES[11], 61
born Monday, January 21, 1918; _____;
62living at Harvey's Lake, Pennsylvania, 1979
married Kathryn Eleanor Wenner.



ORIGINAL

No. 13409

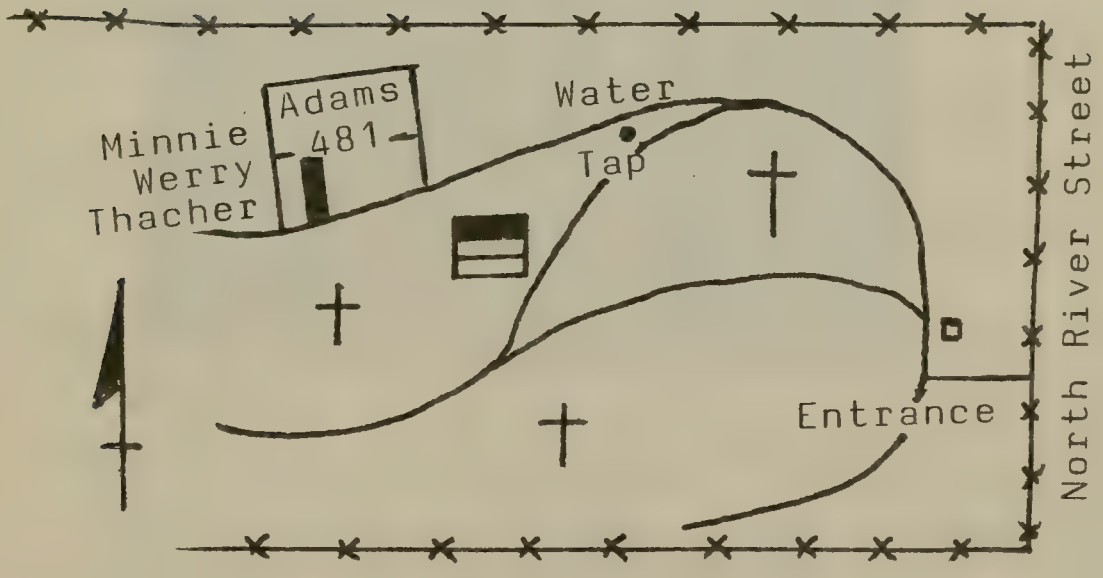
Certificate of Marriage

I, Rev. J. M. Goodrich, A. M., Hereby Certify that on the eighteenth day of April, one thousand nine hundred and six, at Wilkes-Barre, Pa.,

Mr. Wm. Thacher and Miss Minnie Werry

were by me united in MARRIAGE in accordance with License issued by the Clerk of the Orphans' Court of Luzerne County, Pennsylvania, numbered 13409.

J. M. Goodrich, A. M., Ph. D.,
Minister of the Gospel, Justice of the Peace, or Alderman.



Wilkes-Barre, Pennsylvania
City Cemetery

WILLIAM PETER[10] THACHER was born in Scott Township, Pennsylvania on Sunday, July 26th, 1885, and lived there until 1896. Along with his older brother Ralph and his younger sister Kathryn, he received his first schooling in the little red school house at Scott, just a few hundred yeards from his home, on State Road____, and near the Blakely[9] home. In 1897 William's father, James Peter Thacher, moved from Scott Township to Newton Lake in Greenfield Township where they lived for about five years. Newton Lake is near Dundaff, Pennsylvania. William left school in 1899 when he was fourteen and went to work on his father's farm for the next three years. In 1903 he left the farm for work in Carbondale, Pennsylvania. When he became eighteen years old on July 26th, 1903, he applied for work on the railroad with the Delaware and Hudson Company who had an office in Carbondale. The Delaware and Hudson was a big company and very progressive at that time. William was hired as a trainman in the transportation department at Wilkes-Barre on March 4th, 1903, and went to work immediately on local freight trains. Shortly after that he moved to Wilkes-Barre where he had a residence on North Main Street for about two years.

From 1903 to 1906 William worked as a trainman on freight trains between Wilkes-Barre and Carbondale and return, and along with his regular duties studied the rules and regulations of the D & H's operations so that he could qualify for a promotion to train conductor. In 1907 William took the conductor's examination at Carbondale, and on April 26th, 1907, he received his notice of qualification from H. E. Gilpin, Superintendant of the D & H Co.'s Pennsylvania Division. He was

also advised that he was promoted to extra conductor, and placed on the Conductor's Roster effective March 4th, 1907. He was placed sixth in his group of eleven men who passed the examination: M. H. Madigan, James Dunlavey, John McGovern, James P. Llewellyn, Joseph Hartley, William Thacher, John R. Waters, John Charles, Jason J. Walters, Patrick Flannigan, and Meade S. Beebe.

William Peter[10] Thacher
(Derby Hat)
Conductor 1907
Age 22

William Peter[10] Thacher was twenty years old when he met Minnie Werry in 1905. Minnie at that time was two years younger and was living with her sister Stella Werry Whipple at 141 Scott Street. Stella's home was just a short distance from the Delaware and Hudson's Wilkes-Barre terminal and the Scott Street railroad crossing. Minnie was very fascinated with the trains and watched them often as they moved in and out of the terminal. On many occasions she would see William on the caboose of his train, and they would exchange greetings by waving to one another as the train pulled away, heading north to Carbondale; William was very impressed by Minnie's pleasant nature and her long red hair flowing in the wind, and he soon took time to meet her. They quickly became close friends and their courtship followed.

On Wednesday, April 18th, 1906, William married Minnie Werry. The Rev. J. N. Goodrich, D.D.A. M. Ph. D. pastor of the Bennett Memorial Methodist Church performed the ceremony in the parlor of her sister's home on Scott Street. William and Minnie first lived at 325 New Grant Street in a little white house on the east side of the street. A year later in April 1908, they moved to a larger home at 362 New Grant Street on the opposite side of the street, not very far from the one they were in. The rent was $14.50 a month then. They lived here until 1920 when they bought the Bauer home at 316 New Grant Street, a house with seven rooms and a bath, just across the street from the first little white house where they started housekeeping.

William and Minnie Thacher lived at 316 New Grant Street for 37 years when he died in 1957, and Minnie at the age of seventy (70) then continued to live there until she had a stroke on May 18, 1968, and was hospitalized

at the Mercy Hospital in Wilkes-Barre until August of 1968. She was then dismissed to the Green Ridge Convalescent Home in Scranton, Pennsylvania, where she died as a resident in 1971.

William Peter[10] Thacher had four sons born to him by his wife Minnie: Elwood James[11], born at 325 New Grant Street on Tuesday, July 23, 1907, Sheldon William[11], born on Friday, June 21, 1912, Clifford James[11], born Saturday, August 22, 1914, and Merlyn James[11], born on Monday, January 21, 1918. Sheldon, Clifford and Merlyn were born at 362 New Grant Street.

William Peter[10] Thacher
1885-1957
Minnie Werry Thacher
1887-1971
1912

William Peter[10] Thacher's first house lease for 362 New Grant Street, Wilkes-Barre, Pennsylvania. He was 22 years of age when he and his wife Minnie rented this house in April of 1908. His son Elwood James[11] was eight months old then and his sons Sheldon, William and Clifford James were born here. They lived at 362 for twelve (12) years. In 1920 William bought the Bauer home at 316 New Grant Street where he and his wife lived for the rest of their lives. The home was sold in 1972 about a year after Minnie Werry Thacher died in 1971.

Home Lease
1908

LEASE.

Between

Charles Steinhauer

AND

William P. Schacher

From April 1st 1908

To April 1st 1909

Rental, $168.00 per annum

Payable, Monthly

April,	$14.00	Charles Steinhauer
May,	$14.00	Charles Steinhauer
June,	$14.00	Charles Steinhauer
July,	$14.00	
August,	$14.00	Chas Steinhauer
September,	$14.00	Chas Steinhauer
October,	$14.00	Chas Steinhauer
November,	$14.00	Chas Steinhauer
December,	$14.00	Chas Steinhauer
January,	$14.00	Chas Steinhauer
February,	$14.00	Chas Steinhauer
March,	$14.00	Chas Steinhauer

LEASE—For sale by the WILKES-BARRE RECORD CO., 15 N. Main St., Wilkes-Barre, Pa. 1-'05.

This Indenture,

MADE the First 1th day April in the year of our Lord one thousand nine hundred and

Between Charles Steinhauer of the one part

AND William P. Thacher of the other part,

Witnesseth, That the said party of the first part, for and in consideration of the yearly rents, covenants, and agreements hereinafter contained, by these presents do DEMISE and LEASE unto the said party of the second part, executors and administrators, for the purpose of a Dwelling ALL that certain House No 362 New Grant St City of Wilkes Barre Luzerne Co Pa.

Together with all and singular the benefits, liberties, and privileges to the same premises belonging: **To Have and to Hold** the said demised premises, with the appurtenances, unto the said party of the second part, executors and administrators, for, during and until the full end and term of One year from the First 1th day of April 1908, fully to be completed and ended, yielding and paying therefor each and every Month during the continuance of this lease unto the said party of the first part, he heirs and assigns, the full rent of One hundred and Sixty Eight Dollars $168.00 for the terms pabable as follows Fourteen dollars per month until the sewer is connected the rent will be fifty cents extra a month

Pabable Montly

15 days in advance

And it is Hereby Covenanted and Agreed, between the said parties, that the said lessee shall not assign this lease nor underlet the said above demised premises, or any part thereof, nor sell, nor in any manner transfer or assign term or interest therein, nor use said premises, or any part thereof, for purposes other than specified above, without written permission from the said lessor; and in case of any such assigning or underletting or of any attempt to make such assignment, or to underlet, or to sell or assign the lease of the said premises, or use them for purposes contrary to this agreement, all rights of the said lessee, at law or in equity under this lease, shall absolutely cease and be determined, and the lessor, at option may declare the term of this lease at an end, and thereupon shall have the same powers and rights and remedies for the recovery of possession as if the term had in any other way expired; and that for want of sufficient distress whereon to levy, or if any or either of the covenants aforesaid, on the part of the said party of the second part, executors or administrators, shall not be kept or shall be broken, that then and in such case it shall and may be lawful for the party of the first part, his heirs, or assigns, to re-enter the said premises, and said party of the second part thereout and therefrom utterly expel and remove, and the said premises to have again, re-possess and enjoy as first and former estate, fully, freely, and absolutely, without any impediment, molestation, or interruption whatsoever. And said party of the second part hereby waive and relinquish all rights and claims to the benefits provisions and exemptions of the Act entitled "An Act to exempt property to the value of three hundred dollars from levy and sale, on execution and distress for rent," approved 9th April, 1849. And said party of the second part hereby accepts notice to quit the leased premises on the 31th day of March 1908 without further notice from said lessor, and agrees to remove all ashes, waste, and rubbish of all kinds from said premises, and to leave said premises, in as good repair and order as they now are in, or may be put in, during the continuance of this lease; that no alterations of any kind shall be made to said premises without the written consent of said lessor, nor will the lessee do or commit or willingly suffer to be done or committed any act or thing contrary to the conditions and stipulations of the policy or policies of insurance on the premises hereby leased. Any improvements put upon said premises during the continuance of this lease, shall remain upon the premises at the expiration of this lease, and the party of the part agree to pay the water rent. IT IS FURTHER AGREED that said first party reserves the privilege of putting a card upon the premises, for rent or sale, at such time or times as said first party may think desirable

Said William P. Thacher hereby confesses judgment for the full sum of One hundred and Sixty Eight dollars with interest, costs of suit, and attorney fee; waiving the right of appeal and inquisition, also waiving appraisement, and confessing condemnation on real estate, as collateral security for the faithful performance of all the covenants of this lease, and further waive stay of execution and all exemption laws of this Commonwealth in regard to property which now own, or may hereafter own and further waive the right to any defense whatever, and release all errors

And it is Further Agreed, that the premises above specified are rented in their present condition, with the distinct understanding that the lessor shall not be put to any expense for repairs. AND IT IS ALSO MUTUALLY AGREED AND UNDERSTOOD that if the payments or installments of rent are not paid as above specified on the day they severally fall due, the lessor may execute a landlord's warrant immediately thereafter and collect the rent by distress without an appraisement which the lessee hereby waives AND IT IS FURTHER AGREED that in case of such distress to enforce the collection of the rent, said lessee hereby waive the right to replevy the goods thus distrained. IT IS FURTHER AGREED that in case of removal or attempt at removal of the said party of the second part from said premises during the continuance of this lease, then and in that case the whole rent unpaid for the whole term to become at once due and payable and collectible by distress or otherwise at the option of the lessor IT IS ALSO UNDERSTOOD AND AGREED that in case of the removal of the goods of said lessee from said premises, during the said term and while any portion of the annual rent remains unpaid, without the written consent of the party of the first part, such removal shall be considered a clandestine and fraudulent removal and in that case the lessor has the right, at any time within sixty days from such removal, to follow, seize, and recover the goods of the said lessee, and sell the same where found, or elsewhere, at his (the lessor's) discretion

It is understood that the true intent and meaning of this lease is, that the above demised premises are leased for the term of One year, and that neither the condition of the premises nor any other cause shall excuse or release the tenant from paying the full sum of One hundred Sixty Eight Dollars, the whole rent for the term above specified.

In Witness Whereof, the said parties have hereunto interchangeably set their hands and seals the day and year first above written

Signed, Sealed and Delivered in Presence of		
Edward L. B. Kuehn	Charles Steinhauer	[SEAL.]
	Wm P. Thacher	[SEAL.]
Mrs Mary Steinhauer		[SEAL.]

Minnie Werry Thacher

1887 - 1971

1909

CERTIFICATE OF MARRIAGE

This Certifies that

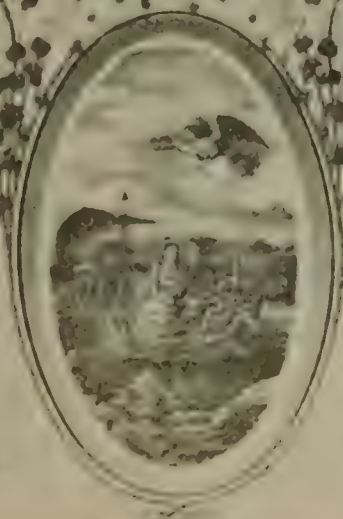
Mr. William Thacker
of Wilkes Barre,
Penn.

Miss Minnie Werry
of Wilkes Barre
Penn.

WERE UNITED IN

HOLY MATRIMONY

BY ME



According to the Laws of the State of Pennsylvania
at Wilkes Barre on the eighteenth day
of April in the year of Our Lord 1906

WITNESSES: Miss Sarah J. Werry
Mrs. Stella May Whipple

J. H. Goldrich, Th. S. Ed.
Clergyman

The Delaware and Hudson Company,

Office of the Superintendent Pennsylvania Division

Carbondale, Pa. April 26, 1907.

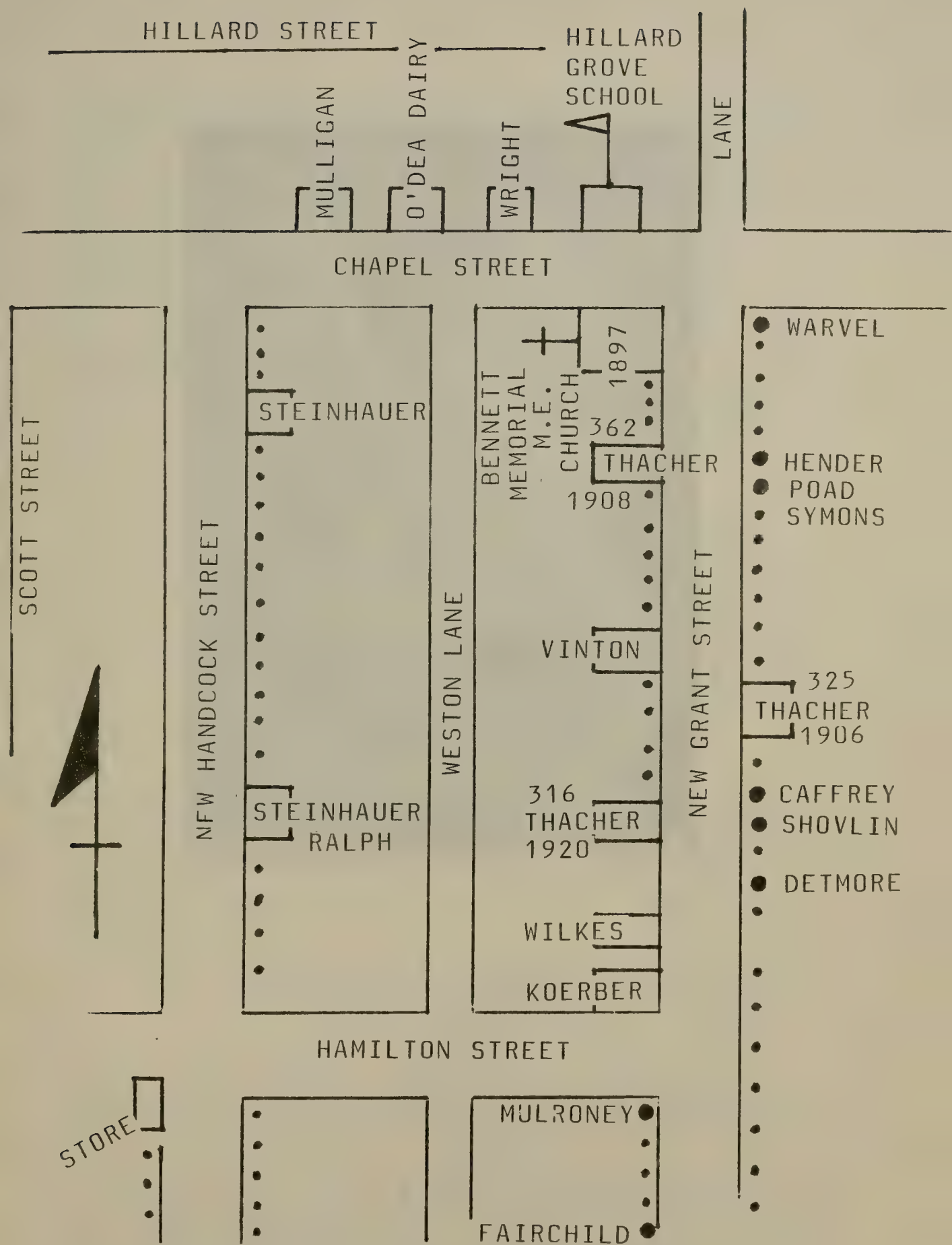
1 M. H. Madigan, 6 William Thacher,
2 James Dunlavey, 7 John R. Waters,
3 John T. McGovern, 8 John Charles,
4 James P. Llewellyn, 9 Jason J. Walters,
5 Joseph Hartley, 10 Patrick Flannigan,
11 Meade S. Beebe.

Gentlemen:

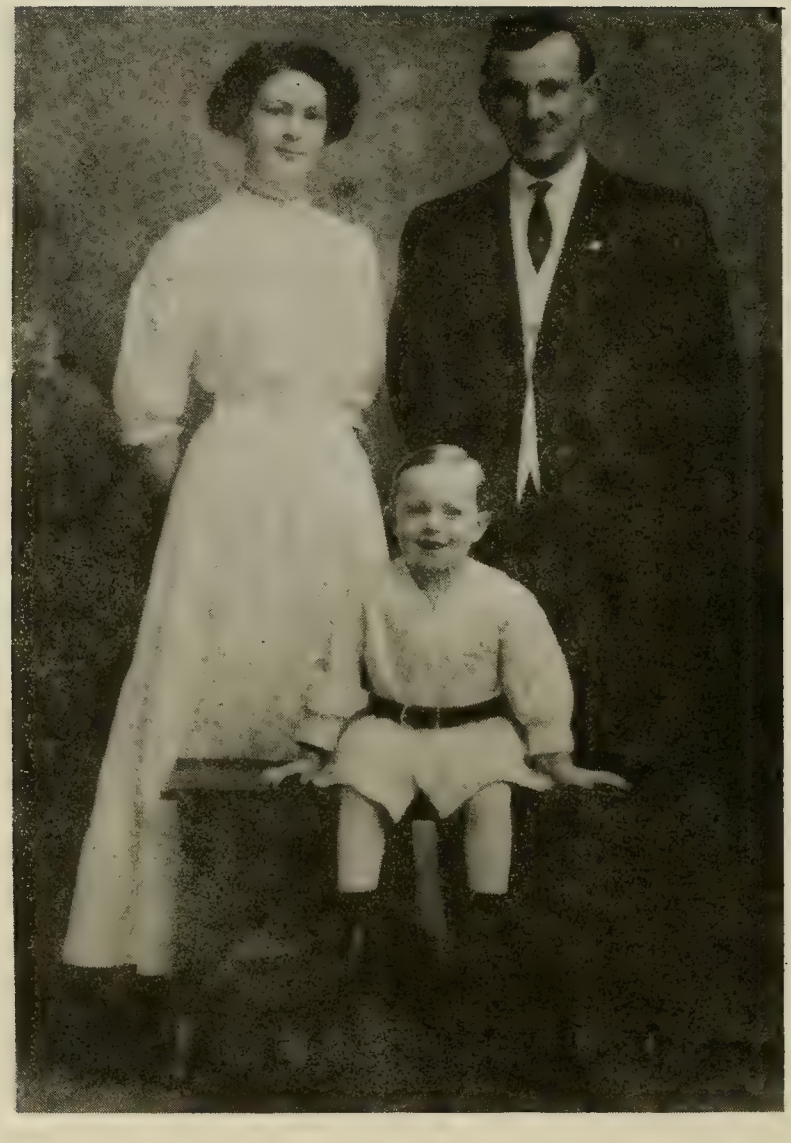
This is to inform you, that having passed the required examination satisfactorily, you have been promoted to the position of Extra Conductor, your names will appear on the Conductor's Roster in the order shown above, as of March 4th, 1907.

Yours truly,

Superintendent.



Wilkes-Barre, Luzerne County, Pennsylvania
New Grant Street, East End
Thacher Residence 66 Years



William Peter[10] Thacher
1885-1957
Minnie Werry Thacher
1887-1971
Elwood James[11] Thacher
1907-

1909

Minnie Werry Thacher was a daughter of William Joseph Werry, Jr. born Saturday, December 25, 1858, at Cornwall, England; he died on Sunday, July 16, 1945, at the home of his daughter Minnie, and was buried in the Wilkes-Barre City Cemetery on North River Street. William Werry was 87 years old when he died; he married first on _____1879-80, at Wilkes-Barre, Pennsylvania, to Sarah Jane Adams who was born in Wilkes-Barre on _____ 1859?; Sarah Jane died at Wilkes-Barre about 1888, and was buried in the Adams burial lot No. 481 in the Wilkes-Barre City Cemetery.

William Joseph Werry, Jr. was a miner and a farmer. He mined gold and silver with his father at San José, California, in his early years, until about 1879 when he came east to Wilkes-Barre, Pennsylvania; he married Sarah Jane Adams, presumably in 1880, as his first child Stella was born on Monday, May 23, 1881. They lived on Carey Avenue then, in Wilkes-Barre across from Division Street.

William Werry had three children born to him by his first wife Sarah Jane (Sadie) while they lived on Carey Avenue, Stella, Nellie, and Minnie. Sarah Jane died shortly after her third child was born on about 1888.

Children: 3 (Werry) 3 daughters, all born in Wilkes-Barre, Pennsylvania. Not in Thacher line.

STELLA MAY WERRY,
born Monday, May 23, 1881; died Sunday, March 27th, 1960, in the Mercy Hospital, Wilkes-Barre, Pennsylvania; married_____, 1898, George Edward Whipple born September 3rd, 1877; died February_____, 1951; resided last on 123 South Meade Street, Wilkes-Barre, Pennsylvania; buried in Mr. Greenwood Cemetery, Trucksville, Pennsylvania.

George and Stella Werry Whipple had four children:

NORMAN ELLSWORTH WHIPPLE,
born August 24th, 1899; died September 29, 1971, married Mildred Wint born_____, died September 26, 1971. Both died within a few days of each other. Mildred was in the hospital and died there. Norman buried her on September 28, 1971, and he was found dead at home on September 29, 1971.
HAROLD EDGAR WHIPPLE,
born July 19th, 1905; died August 29th, 1969, Wilkes-Barre, Pennsylvania; married_____; born_____; died_____.
FRED WARREN WHIPPLE,
born November 14th, 1907; married Ruth Martin born_____; both living at Moscow, Pennsylvania, 1973.
RUTH MARGARET WHIPPLE,
born September 17th, 1914; married Howell Thomas born_____; both living at Wilkes-Barre, Pennsylvania, 1973.

NELLIE WERRY, born about 1883; died about 1913 at the Beaumont House (a hotel they owned) in Beaumont, near Dallas, Pennsylvania; married Floyd Boyer, born January 20, 1877; died March, 1961. They had three children:

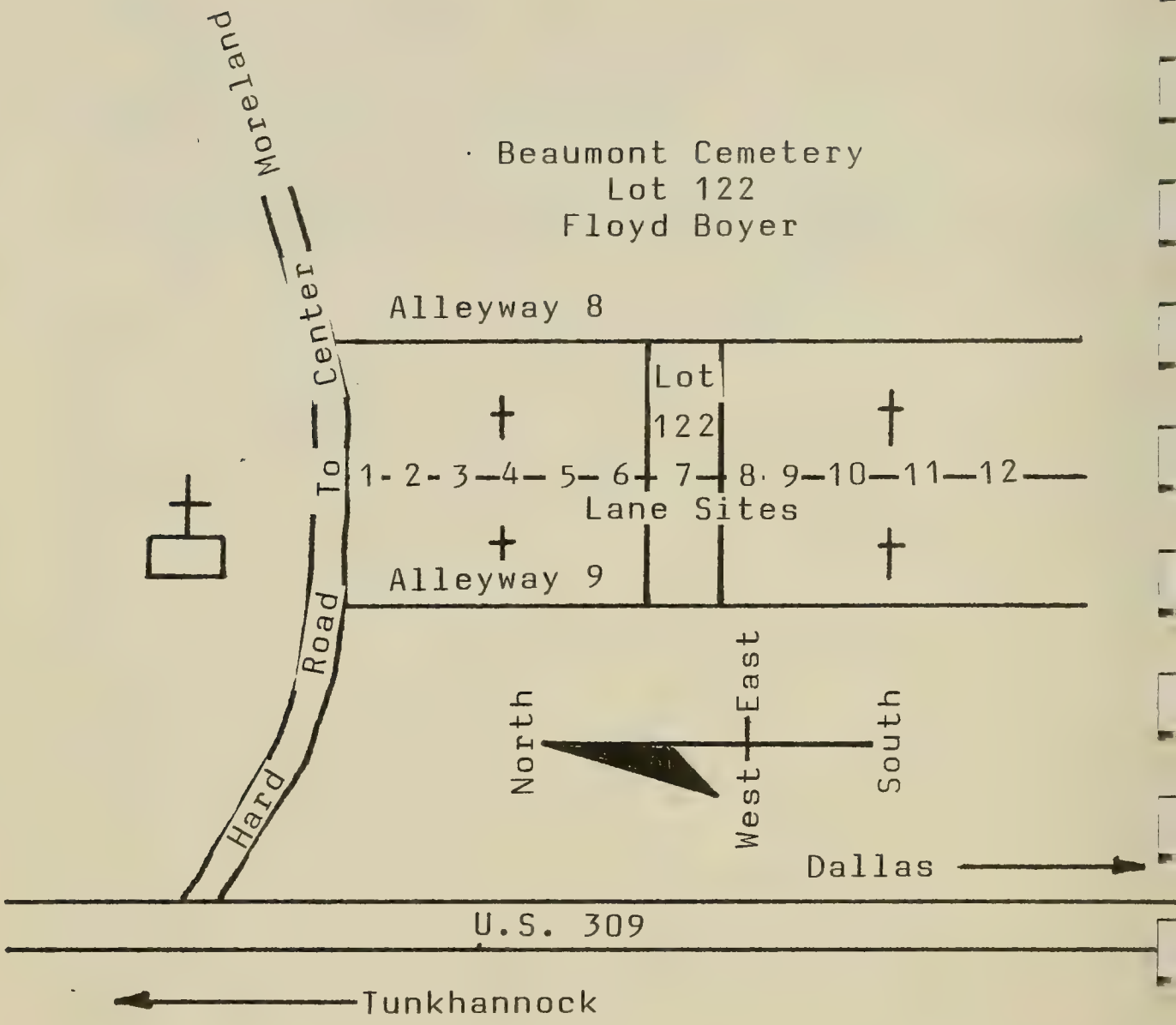
ALDEN BOYER,
born November 17, 1907; living in Leheighton, Pennsylvania, 1979; married Ferne _____.

MILDRED BOYER,
born October 26, 1909, Wilkes-Barre, Pennsylvania; married Howard Winterberg; living Winter Haven, Florida, 1979.

HILDA BOYER,
born February 9, 1911; married (1) Severn Newberry; married (2) Irwin Kistler; living De Bary, Florida, 1979.

Nellie Werry Boyer and her husband Floyd lived in Beaumont, Pennsylvania, at the turn of the century, 1900. They owned and lived at the "Beaumont House," a hotel they operated there.

They also owned the ground where the cemetery is now located, up on the hill east of their Beaumont House.



Original Site
Floyd Boyer's
Beaumont House

Original Barn
Still Standing 1973
Alden Boyer Was Kicked
By a Horse In This Barn
1915

Funeral Home
Paul E. Nulton

The Boyer gravelot No. 122 is located between twelve foot alleyways No. 8 and 9 at the seventh lane site from the Hard Road. (There are two burial lots between each alleyway) Grave 1. Nellie Werry Boyer, Grave 2._____ _____ Newberry (Hilda Boyer's first husband. Hilda Boyer is Floyd Boyer's daughter). All other grave sites are vacant, 1973. Lot 122 is west of alleyway No. 8, downhill.

Floyd Boyer's
Gravelot 122
(7th lane site
from hard road)

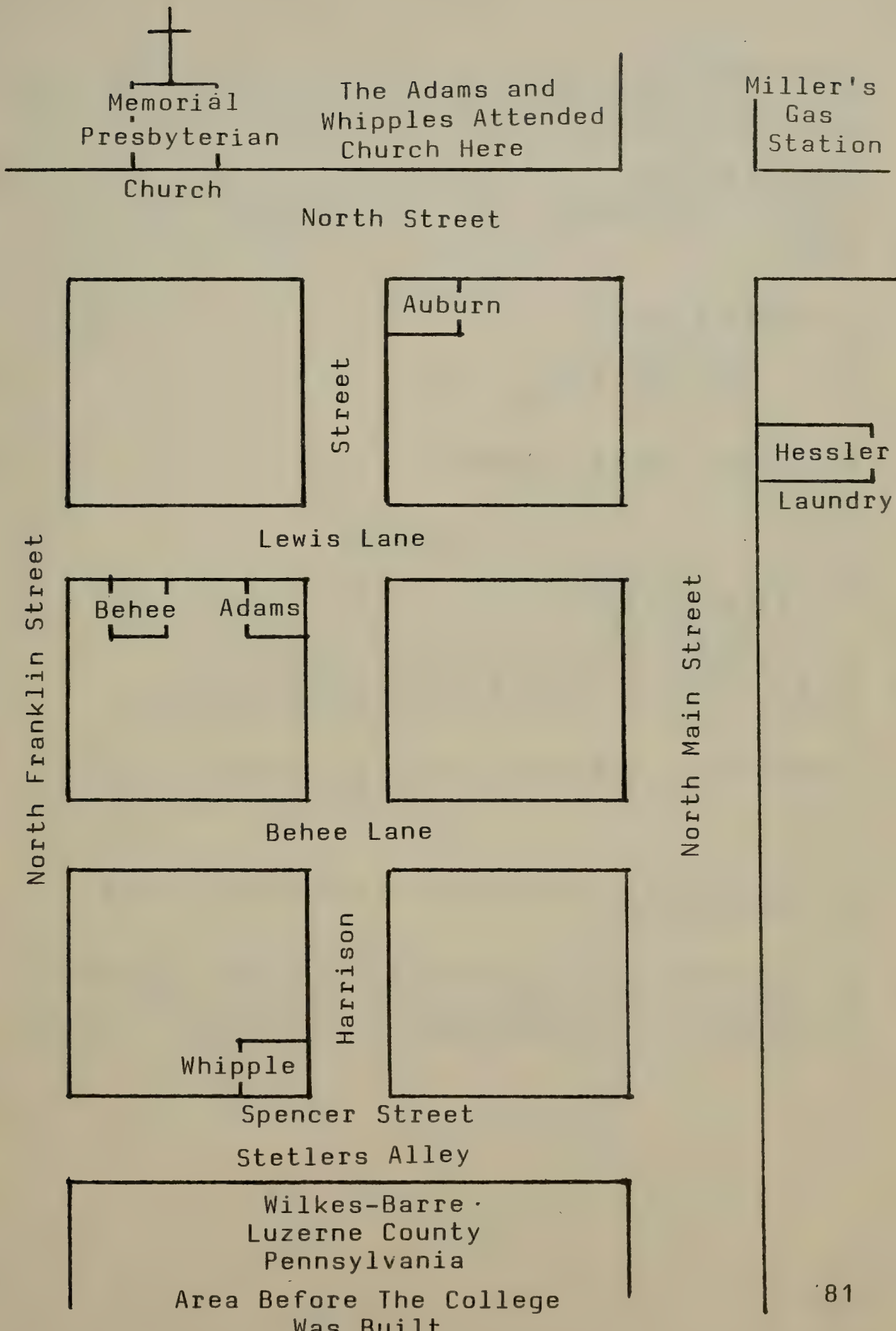
Austin Gravelot 81	Lot 122 Boyer	Spencer Gravelot 122½
William Paden Gravelot 76½	William Wyant Gravelot 76¾	John Frantz Gravelot 116

Floyd Boyer's Beaumont House, remodled in part, still stands on the original site and the old original barn, unchanged, still stands, next to the house, 1973. Alden Boyer, Floyd Boyer's son, was kicked by a horse in this barn, about 1915, at the time of his mother's death. Elwood James Thacher and his mother Minnie Werry Thacher, Nellie's sister were visiting the Boyers at the time. Edward Condon owns the property now and uses the barn as a shop for finishing old furniture, a hobby of his.

The Beaumont House and property was sold to a Mr. Francis Baker after Floyd Boyer's wife Nellie Werry Boyer died in 1915? Mr. Baker sold it to Mr. J.C. Turner who held it until

1921. Mrs. Clara Robbins owned it from 1921-1938. Her father died in 1926, and Mr. and Mrs. Edward Condon own it now, 1973, and live there.

MINNIE WERRY,
born Tuesday, March 1st, 1887, in Wilkes-Barre, Pennsylvania, married William Peter Thacher (see Thacher Record); Minnie had a stroke on May 18th, 1968, and was hospitalized at the Mercy Hospital in Wilkes-Barre until August of 1968. She was then dismissed to the Green Ridge Convalescent Home in Scranton, Pennsylvania, where she died as a resident in 1971. William Joseph Werry, Jr., was her father. Her mother was Sarah Jane Adams Werry. William Joseph Werry, Sr., was her grandfather and Mary Jane Lengrem Werry was her grandmother. Her grandparents and his family came from Cornwall, England, when William, Jr. was about fourteen years old. William, Jr. was born in 1858 so they left England about 1872. They settled in San Jose, California, where William, Sr. built a home for his family. They lived there for about seven or eight years and then came east to Wilkes-Barre, Pennsylvania, to live, about 1879 or 1880. They lived on North River Street then, not too far north of the North Street Corner, about 10 or 15 houses. It was a row house, and Minnie Werry remembered going to her grandmother Werry's house from her grandma Adams' house many times when she was young. Her uncle Tom was about six months old when William Werry, Sr. came to live on North River Street. William Werry, Sr. and his wife returned to California later and died there, in San Jose, California, it is believed. In later life William Werry, Jr. settled in Wilkes-Barre. Rose Werry wanted to return to England and William Werry, Jr. gave her money to return.


Memorial
Presbyterian
Church
The Adams and
Whipples Attended
Church Here
Miller's
Gas
Station
North Street
Auburn
Street
Hessler
Laundry
Lewis Lane
North Franklin Street
Behee
Adams
North Main Street
Behee Lane
Harrison
Whipple
Spencer Street
Stetlers Alley
Wilkes-Barre
Luzerne County
Pennsylvania
Area Before The College
Was Built

EZRA ADAMS
born - September 15, 1827
died - March 21, 1861

MARGARET ADAMS
wife of Ezra Adams
born -
died -

BENJAMIN ADAMS
Son of Ezra Adams
born - May 18, 1855
died - April 16, 1870

SARA JANE (SADIE) ADAMS
Daughter of Ezra Adams
born -
died -
married - WILLIAM JOSEPH WERRY, JR.
Three Children:

STELLA WERRY - married GEORGE WHIPPLE
NELLIE WERRY - married FLOYD BOYER
MINNIE WERRY - married WILLIAM PETER THACHER

MINNIE WERRY was born at her Grandmother Adams home in 1887, and lived with her from time to time.

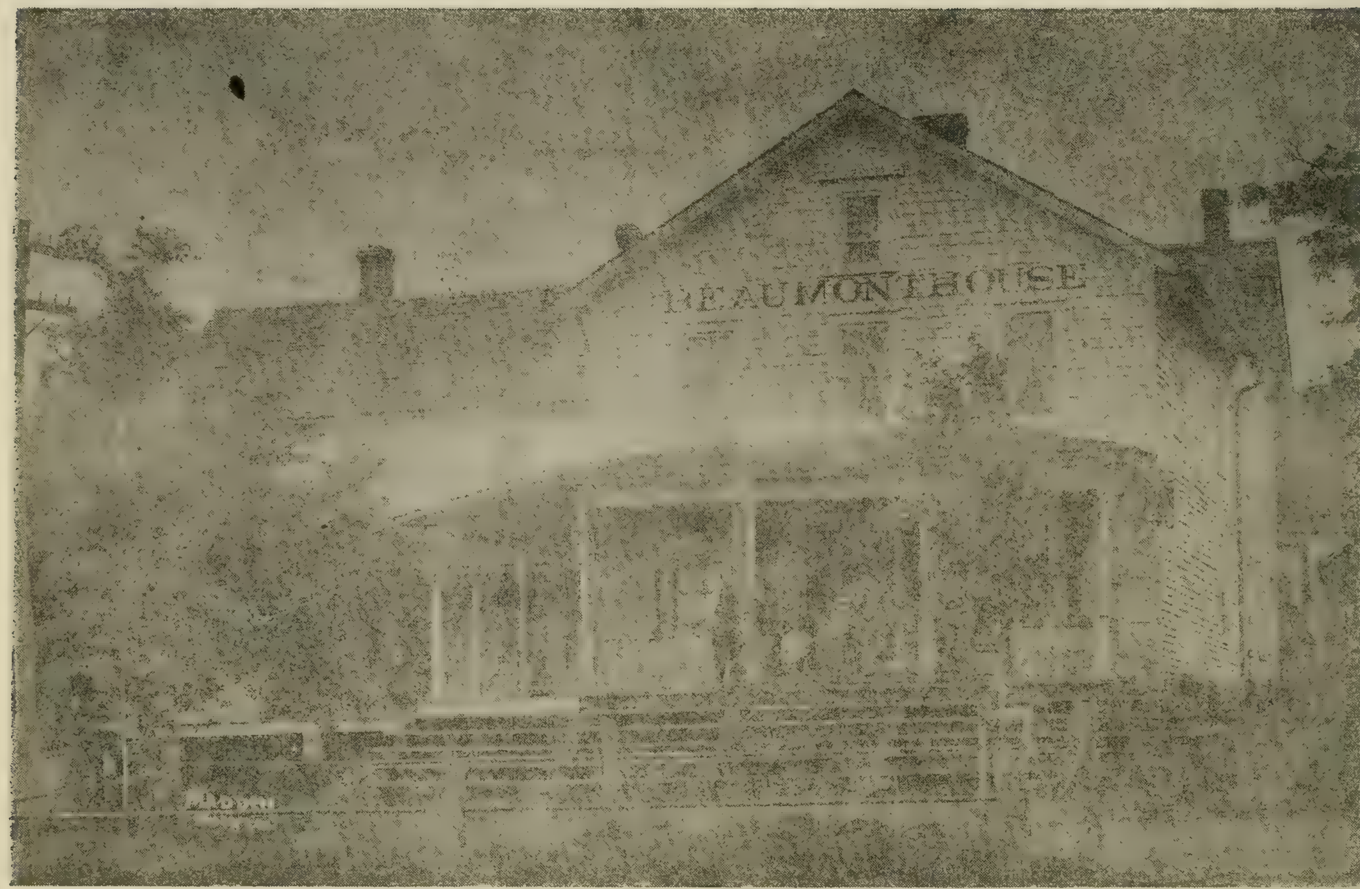
STELLA WERRY lived with her Grandmother Adams before marriage.

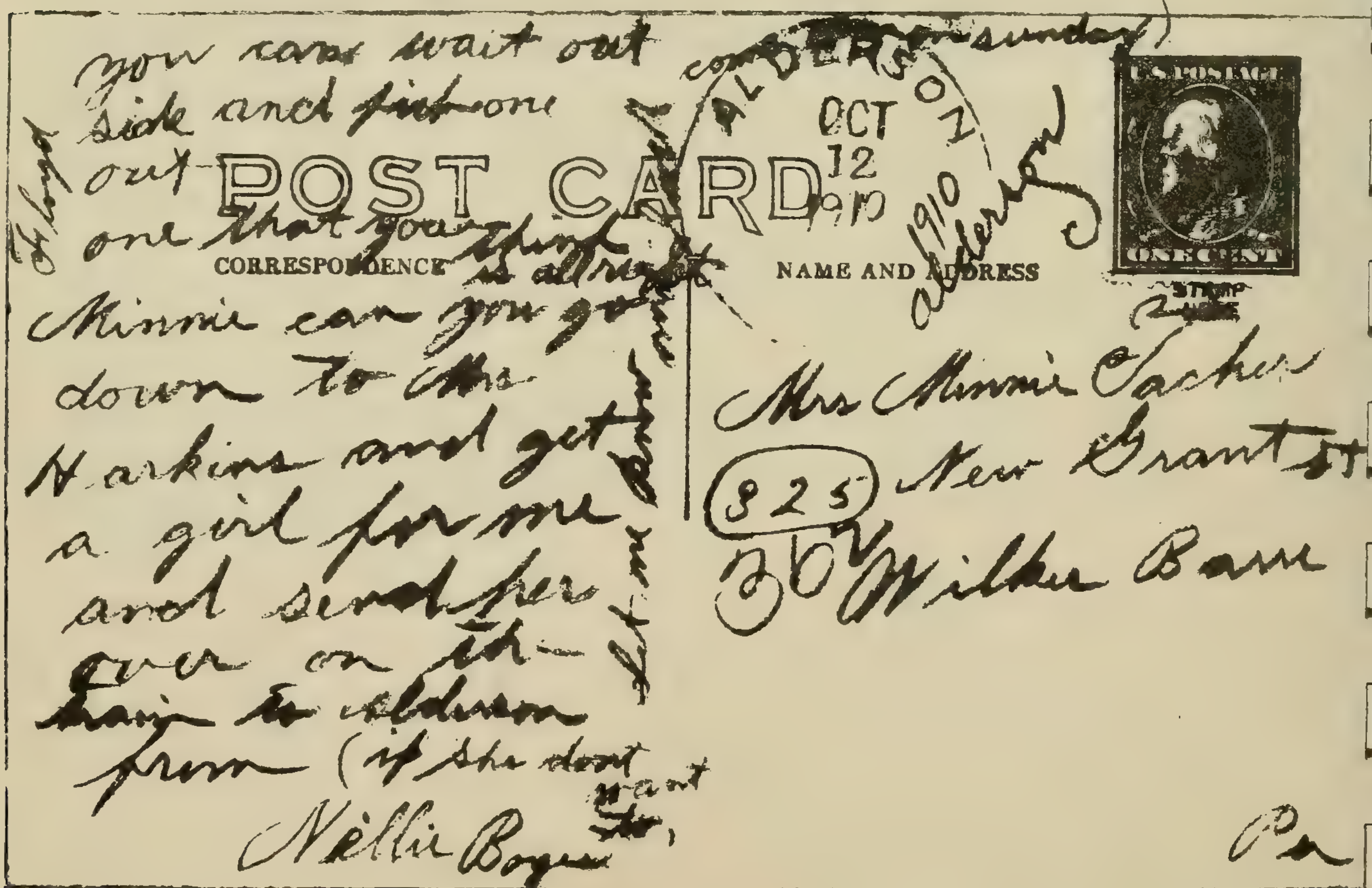
NELLIE WERRY and her husband FLOYD BOYER lived in Beaumont, Pennsylvania, where they owned and operated the "Beaumont House", a hotel and rooming house.

October 12th, 1910

One Cent Postcard
Correspondence

Nellie Werry Boyer of Beaumont, Pennsylvania, writes to her sister Minnie Werry Thacher in Wilkes-Barre, Pennsylvania (see also typed copy with identifying information following).





POST CARD

CORRESPONDENCE

you can wait out side and fint one out one that you think is allright Minnie can you go down to Mrs Harkins and get a girl for me and send her over on the train to Alderson from (if she dont want to, come sunday)

Let me know

Floyd

Nellie Boyer

ALDERSON OCT 12 1910

Alderson 1910

NAME AND ADDRESS

Mrs Minnie Tacker
825 New Grant St
30 Wilkes Barre
Pa

Minnie can you go down to Mrs. Harkins and get a girl for me and send her over on the train to Alderson.

from

Nellie Boyer

P.S.
If she don't want to come over let me know and we'll come over on Sunday. You can wait outside and pick one out. One that you think is all right.

Floyd

(Sunday October 16th, 1910)

The Post Card was addressed to 325 New Grant Street. Minnie Werry Thacher and her husband William Peter Thacher lived here from 1906 to 1908 when they moved to 362 New Grant Street. They lived at 362 New Grant Street until 1920. From 1920 until they both died they lived at 316 New Grant Street. They owned this house and lived here together for 37 years. Minnie lived on New Grant Street over sixty years, from 1906 until 1968 when she had a stroke and was hospitalized. She was then confined to the Green Ridge Convalescent Home in Scranton, Pennsylvania, where she died in 1971.

Nellie Werry Boyer (about 1883-1915) was one of Minnie Werry Thacher's (1887-1971) older sisters. Stella Werry Whipple (1881-1960) was the oldest sister. Floyd Boyer operated the Beaumont Hotel in Beaumont, Pennsylvania. Nellie Boyer needed domestic help and Mrs. Harkins provided domestic help services in Wilkes-Barre. The Lehigh Valley Railroad operated steam locomotive passenger trains (a branch line) from Wilkes-Barre, Pennsylvania, to Sayre, Pennsylvania, near the New York State line. The town of Alderson,

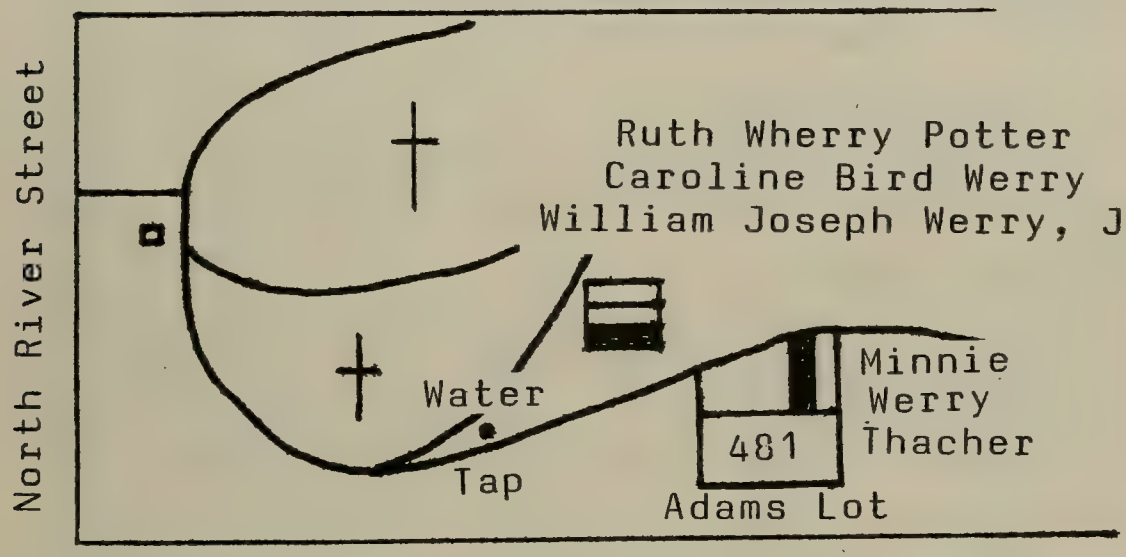
located about eighteen miles from Wilkes-Barre was a station stop near the Harveys Lake picnic grounds and about three miles from Beaumont. The train service has been abandoned for many years, since about the 1940's. Harveys Lake is a summer amusement park. The picnic grounds are still used, 1973, but the amusements are reduced in number.

Father And Mother
Of
Minnie Werry Thacher
1887-1971

William Joseph Werry, Jr.
1858-1945
1880

Sara Adams Werry
1859-1888
1880

William Joseph Werry, Jr. married a second time at Wilkes-Barre, Pennsylvania, on Wednesday, November 28, 1894, to Caroline Bird, born Merthyr Tydfil, Wales, on Monday, July 8, 1867; she came to America when she was about 14 years old, 1881; she died at the home of her daughter, Louise Wherry Thomas, in Elmira, New York, on Monday, November 1, 1954, and was buried in the Wilkes-Barre City Cemetery on North River Street.



William Werry lived in Hanover Green, Pennsylvania, about two miles south of Wilkes-Barre, for about three years, until 1897. From here he moved to Plains, Pennsylvania, where he mined anthracite coal until about 1898. He then left coal mining and farmed for two years at Blakeslee, Pennsylvania, in the Pocano mountains. In 1900 he returned to coal mining in Plains and worked there until 1906. In 1907 he retuned again to Blakeslee and farmed until 1910. This same year he moved to White Haven and farmed there. In 1915 he left farming for the last time and returned to Wilkes-Barre, Pennsylvania, where he worked in the mines until he retired in the 1930's.

William Werry, Jr. a hard-working miner and farmer, was always trying to do a little better. In his life time he had returned to California on at least three occasions to mine gold and silver, a vocation his father had taught him in his early youth. William's father, William Joseph Werry, Sr., died in San Jose, California, as far as we know. William Werry, Jr. had ten children by his second wife Caroline (Bird) Werry.

Children: 10 (Werry-Wherry) 2 sons and 8 daughters (Not in Thacher line)

MABEL WERRY (WHERRY)
born Friday, September 27, 1895; living Kingston, Pennsylvania, 1972; married Charles Quinn.
RUTH WERRY (WHERRY)
born Tuesday, March 23, 1897; died _____ 1944; married Raymond Potter.
HAZEL WERRY (WHERRY)
born Friday, February 4, 1898; died young _____ 1906.
WILLIAM WERRY (WHERRY)
born Friday, July 14, 1899; living Elmira, New York, 1973, unmarried.
FRANKLIN WERRY (WHERRY)
born Wednesday, December 4, 1901; died Sunday, May 14, 1967; unmarried.
ELIZABETH WERRY (WHERRY)
born Friday, March 27, 1903; died young _____, 1910.
CAROLYN WERRY (WHERRY)
born Sunday, February 5, 1905; living Elmira, New York, 1973; married William Rundle.
LOUISE WERRY (WHERRY)
born Tuesday, October 2, 1906; living Elmira, New York, 1973; married James J. Thomas.
EDITH WERRY (WHERRY)
born Friday, April 16, 1909; living Elmira, New York, 1973; married William Cordick.

DOROTHY WERRY (WHERRY)
born Sunday, July 23rd, 1911; living at Lewistown, Pennsylvania, 1973; married Warren Steele.

William Peter[10] Thacher was a competent railroad conductor, who maneuvered his trains with skill, speed, and efficiency. He was a courteous man, well liked by his many friends, co-workers, and officials. In the spring and summer when the flowers were in bloom, he most always carried a red rose bud in his left coat lapel as he went about his passenger-train duties. In the 1930's he was awarded a gold 21-jewel Elgin railroad watch for his neat appearance, and efficient passenger service. Throughout most of his railroad career, up until 1940 at least, Delaware and Hudson passenger trains were a common sight between Wilkes-Barre, Scranton, Carbondale, and many other points north to Nineveh, and Binghamton, New York, and Montreal, Canada. "Bill" Thacher also had the honor of conducting many official Delaware and Hudson railroad "Specials" trains to Lake Ladore, Knight Templar specials, Veterans specials, and D & H Company official cars from one of the system to the other. He conducted D & H official Pay Cars to the Delaware and Hudson's coal mines all along the Northern Anthracite coal fields in the Lackawanna and Wyoming Valleys, and many other Specials too numerous to mention. But no matter what kind of a train it was Passenger, Special, Fast Freight, or other, he lived, talked, and died a dedicated railroader.

Delaware and Hudson Railroad
Official Pay Car
Baltimore Breaker
Baltimore Tunnel
Wilkes-Barre, Pennsylvania

In 1913 as a young passenger conductor, he was quick to relate that the Delaware and Hudson Company had some 56 trains commuting between Wilkes-Barre, Carbondale, and Honesdale, Pennsylvania, and Nineveh, New York, 24 running between Wilkes-Baree and Carbondale, 12 each way, four through trains between Wilkes-Baree and Nineveh, two each way, and six trains between Carbondale and Honesdale, three each way, and on Sunday, he would add, "twenty-two trains were scheduled between these same points, and it was not uncommon either, to see these trains pulling five or as many as eight passenger cars, sometimes more."

J. T. Dunn Collection Minn. Hist. Soc.

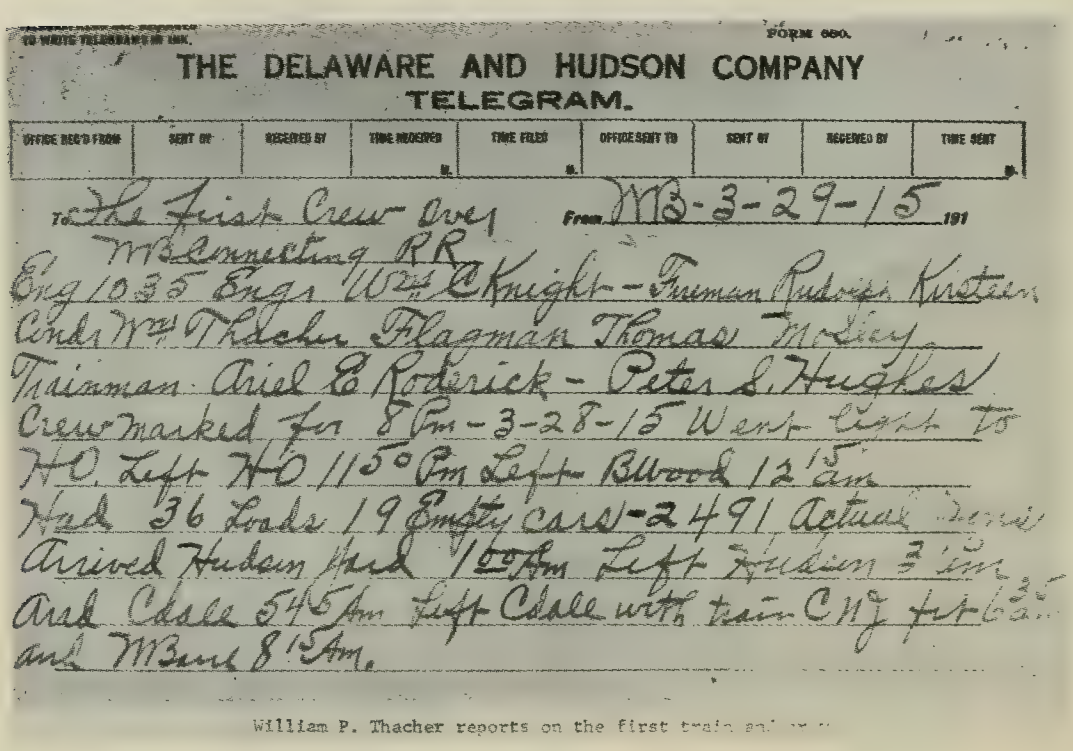
It was a year that marked the close of an age of innocence. No one was aware then that time was running out, so the fun went on without concern for the future. In New York, the Palace Theater opened and soon became the pinnacle of vaudeville success. On its first bill was comedian Ed Wynn, who was described as "The Perfect Fool." Also on hand to amuse the nation were Jiggs and Maggie in their first cartoon appearance. There was a new freedom in women's fashions: Most skirts were ankle-length and loose-backed, and some women dared to venture into the ocean for a swim. With the new styles came dances like the Turkey Trot, Grizzly Bear, Fox Trox and Bunny Hug, all of which shocked moralists around the nation "Because the men clutched their partners and flung them about in most suggestive ways." Trains were still the major form of transportation, and waving at them was a big event in the lives of children. One discordant note was the introduction of income tax. This was the way it was back in 1913.

ANXIOUS MOMENTS

EVERYONE HAPPY

William Peter[10] Thacher
Lanesboro, Pennsylvania 1914
Home of Ralph Webb[10] Thacher Left To Right: William Wallace[11]; Flora Webb Thacher, Mother of Ralph[10] and William; William Peter[10], Seated; Elwood James[11], Sitting On Ground; Hattie Tinklepaugh Thacher[10], Standing Behind William Peter; Leon Webb[11]; Flora Dorcas; Sheldon William, Stooped, Front.

On March 29, 1915, William Peter[10] ("Bill") Thacher conducted the first D. & H. train over the New Branch of the Connecting Railroad that linked the D. & H.'s Hudson yards with the Buttonwood yards of the Pennsylvania railroad. The opening of this new connecting railroad added much to the D. & H.'s transportation service.



TO WRITE TELEGRAMS IN INK. FORM 680.

THE DELAWARE AND HUDSON COMPANY

TELEGRAM.

OFFICE REC'D FROM	SENT BY	RECEIVED BY	TIME RECEIVED	TIME FILED	OFFICE SENT TO	SENT BY	RECEIVED BY	TIME SENT

To The First Crew Over NB Connecting RR From NB-3-29-15 191

Eng 1035 Engr Wm C Knight - Fireman Rudolph Kirsteen
Condr Wm Thacher Flagman Thomas Mosley
Trainman Ariel E Roderick - Peter S. Hughes
Crew marked for 8 Pm - 3-28-15 Went light to
HO. Left HO 11 50 Pm Left BWood 12 15 am
Had 36 Loads 19 Empty cars - 2491 Actual Tons
Arrived Hudson Yard 1 00 Am Left Hudson 3 [illegible] am
Arrd Cdale 5 45 Am Left Cdale with train CNJ fit 6 35 am
and NBane 8 15 Am.

William P. Thacher reports on the first train and [illegible]

Delaware and Hudson
New Branch
Officially Opened For Traffic

D.& H. CREW IN CHARGE OF CONDUCTOR THACHER AND ENGINEER KNIGHT OF WILKES-BARRE OPERATED FIRST TRAIN WHICH STARTED AT 12.01 THIS MORNING

March 29, 1915

The connecting railroad from the Hudson yards of the Delaware and Hudson Company in the Buttonwood yards of the Pennsylvania railroad, was formally opened for traffic at one minute after midnight last night. Three freight trains, each made up of about sixty cars, passed over the newly completed railroad during the first hour of today. With the passing of this great bulk of freight, the latest addition to railroad facilities of the Wyoming valley, was officially opened and from now on it is expected that over 1,000 cars a day will be hauled over the new line. From an engineering standpoint, it is said to be one of the best stretches of roadbed in the country and its construction is said to be equal, if not excel, any railroad bed in these parts. Along the lowlands on the west side of the Susquehanna River, which is frequently inundated by the Susquehanna River overflowing its banks ,there is a splendid stretch of engineering and road building. The tracks are located a number of feet above the level of the ground and on either side is a concrete revetment which extends two feet above the highest high water mark. The revetment will hold the roadbed intact and prevent the banks from being washed away by floods which are usually of a destructive nature in this area. The old Wilkes-Barre and Eastern bridge, crossing the Susquehanna on the north side of Wilkes-Barre has been practically rebuilt and is now a part of the connecting road. There is only a single track over the bridge with a loop which is operated by semaphores.

Yesterday afternoon, the local officials made a trip over the new road and inspected the

semaphores and block signal system, prior to the official opening of traffic. The inspection trip was completed about five o'clock last night and they found the signals operating like clock work.

The first train over the new road at 12:01 this morning was manned by a Delaware and Hudson crew from Wilkes-Barre. The conductor was W.P. "Bill" Thacher and the engineer was W. C. Knight.

The officials from this city who inspected the branch yesterday afternoon made the first south bound trip over the branch. In the party were Superintendent C. A. Morgan, Trainmaster J. J. Rounds, Assistant Trainmasters H. S. Antherton and Edward Knapp, Chief Dispatcher Patrick Kulkur, J. H. Kilkur, James Moffitt and John O'Boyle. John Garbett, newly appointed night yardmaster at Hudson, assumed charge of his new duties last night and Howard Gargon assumed his position as day yardmaster this morning.

M. J. Nugent, roadmaster of the division, and his assistant, James Hevers, of this city, viewed the completed road yesterday. The two roadmasters had a major part in the construction of the new line for the past two years, and the stretch of track over the West Side, as well as the two yards, stands as a monument to their efficiency and earnest effort.

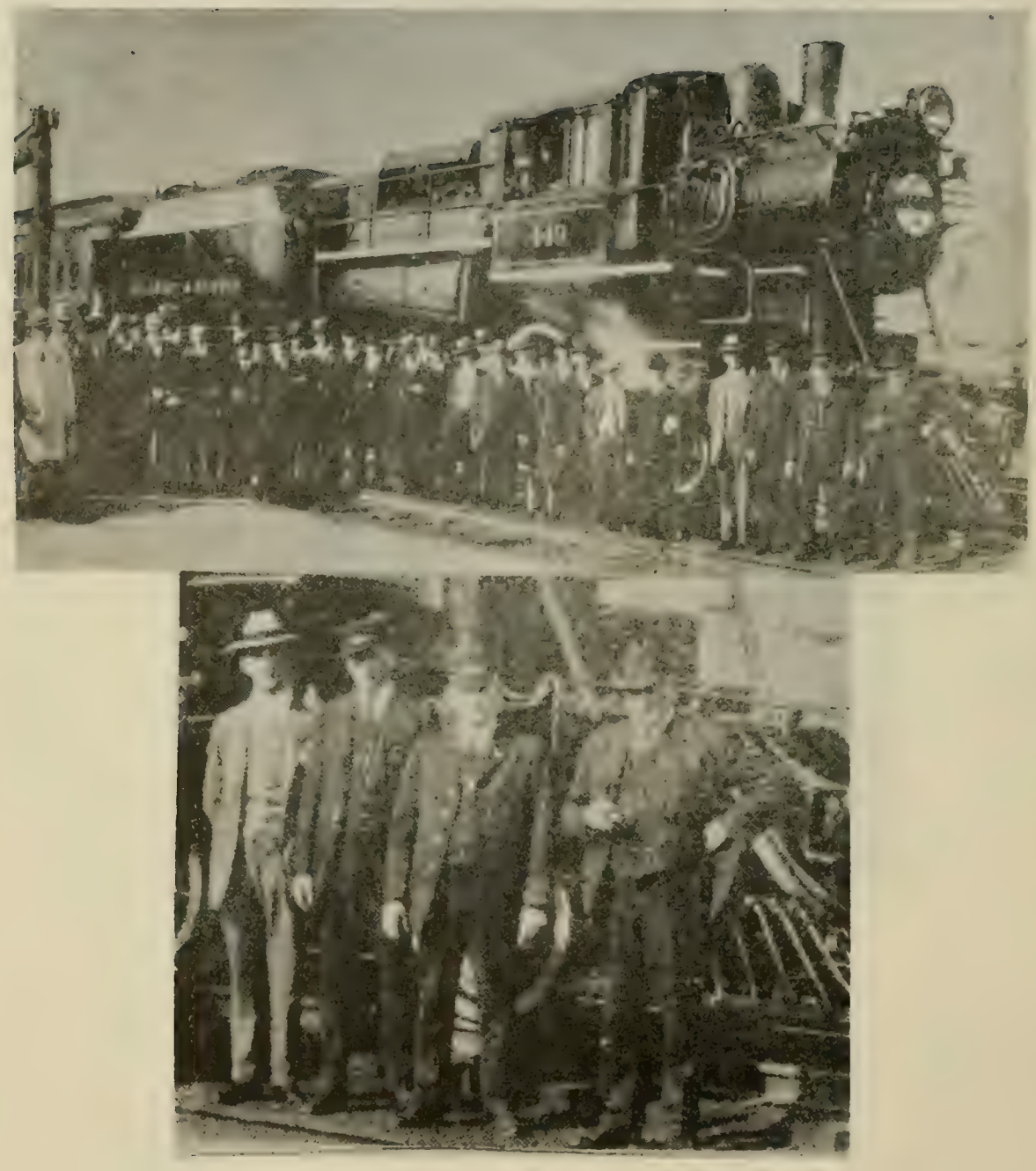
In 1917, at the age of 33 years he ranked 62nd on the Conductor's Roster of 107 men. During his eleven years as a train conductor from 1906 to 1917 he saw an enormous development of the railroads, and in particular the progress of the Delaware and Hudson Railroad Company. When the United States entered World War I in April 1917, the Government took possession of the country's entire transportation system, and for the following twenty-six months the railroads were in government control, and the "D.& H." had a very difficult time. Adequate and orderly maintenance operations were impossible. Replacement parts and material were of inferior grade and were received at irregular intervals. In addition, high labor turnover and the loss of skilled men entering the Armed Forces seriously affected the quality and efficiency of operations and maintenance.

Although "Bill" Thacher had been a member of the Pennsylvania National Guard some years before, he was classified 4A on October 2, 1918, by the War Department.

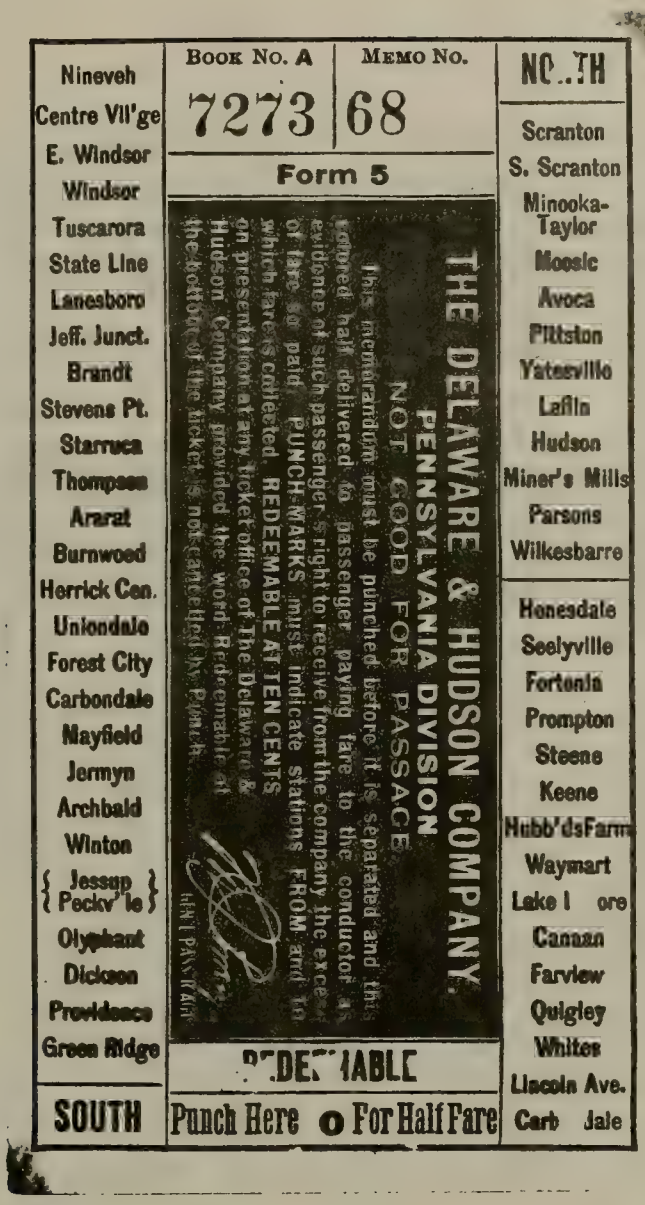
During the war years of 1917-18, a flu epidemic spread over the United States and "Bill" Thacher contacted this awful germ. He was on the verge of death several times, but managed to stay alive in spite of it all. Special medicines, good whiskey, and the best of care by his family doctor, John T. Howell, kept him alive. J. T. Howell lived and had his office at 84 N. Main Street then, on the northwest corner of Union Street. The building has been torn down for a number of years. A gasoline station is there now. In the Wilkes-Barre area, the disease had taken many lives, and in a short period of time too. During the course of William Peter's sickness, he lost the use of one lung, and he was confined to his home for many months. His recovery was slow, but steady, and "Bill" was able to return to work

after about a year. When he returned, he found that the railroads had been returned to company management, and that great efforts were being expended by the D.& H. in particular, to bring their railroad back to its pre-war efficiency. The rehabilitation proved both costly and time-consuming. New equipment was not readily available and the general collapse of 1920-21 affected all their business plans. Gradually, however, as materials and special equipment came on the market again, the D.& H. began to approach the high state of efficiency of the late pre-war years.

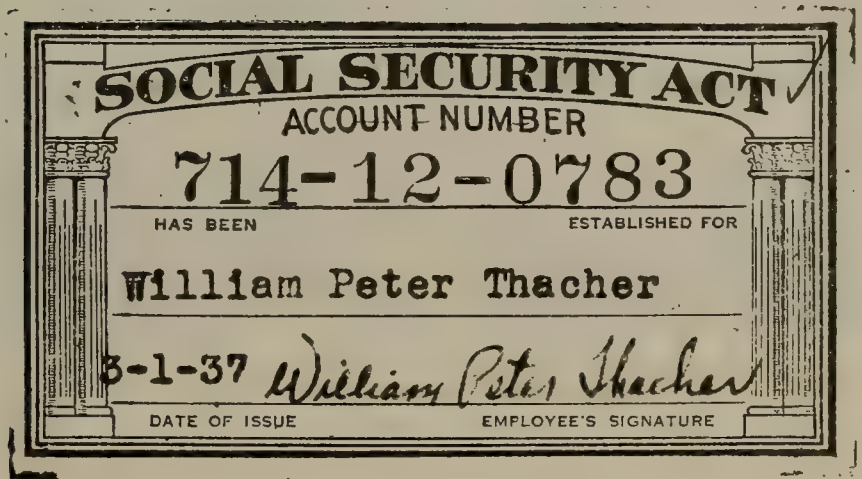
William Peter[10] Thacher at home, Wilkes-Barre, Pennsylvania, (362 New Grant Street) in Conductor's uniform, except hat, shortly before conducting the Knight Templar's D.& H. special train on May 22-23-24th, 1916 (white shoes and trousers, navy blue coat with gold service stripes, gold trim coat collar, white shirt, bow tie, striped belt. Navy blue service hat with gold conductor label in front and two narrow gold bands around hat, not shown).



Conductor "Bill" Thacher
Second From Right
1925



Conductor's Punch
William Peter Thacher
(All conductor's punches are different)



In 1928, "Bill" Thacher was elected Chairman of the Wyoming Valley, Division No. 160, Order of Railway Conductors, and served for twenty-nine years, until 1957 when he died.

The D.& H. railroad continued its high standards of service for many years after it recovered from the 1920 collapse, but like other industries, railroading was adversely and seriously affected again, by the nation-wide depression of the early 1930's. It was during the depression period that the need to cut costs and increase operating efficiency gave impetus to the development of fast freight locomotives and ultra-modern equipment. It was apparent that the railroads would be called upon again to meet changing conditions more aggressively.

In 1938 the D.& H. Company instituted a program for replacing their "Consolidation" locomotives with those of greater power and speed. By 1940 the D.& H. had twenty new Challenger-type 4-6-6-4 simple articulated locomotives that definitely contributed to the rapid increase in efficiency in the company.[10] Ralph Webb Thacher, William Peter Thacher's brother, a D.& H. locomotive engineer was at that time, assigned to breaking-in the Challenger 4-6-6-4 engines.[10]

"Bill" Thacher was conducting passenger trains during this period, but in the early 1940's he noted that while the D.& H. was improving their steam-powered locomotives, they were also acquiring diesel electric switching engines.

In the decade from 1940 to 1950 passenger traffic on the D.& H. railroad between Wilkes-Barre and Carbondale had dropped considerable and the need for fewer commuter trains was in evidence. As a result of this, "Bill" Thacher transferred from passenger service to conducting fast freight trains between Wilkes-Barre,

Pennsylvania, and Oneonta, New York. These trains carrying mostly perishables from the south and paper from the north required the fastest transportation possible, and they were the top priority trains of the D.& H. railroad. These jobs were held by conductors high on the Conductor's Roster.

In 1950 "Bill" Thacher represented the Conductors of the Delaware and Hudson Railroad as an official delegate of Division No. 160, at the forty-first session of the Grand Division of the Order of Railway Conductors. They met in Chicago, Illinois, on Monday, May 1, 1950. "Bill" a veteran delegate had attended several such sessions since 1934.

Order of Railway Conductors
of America
Convention, Chicago, Illinois
1950
General Committee of Adjustment
Delaware & Hudson Railroad System
Division Delegates
W. P. Thacher, 160, seated left
E. J. Tallman, 154, seated right
W. J. Robinson, 156, standing left
J. E. Manell, 461, standing center
W. L. Wells, 45, standing right

10
William Peter Thacher
Delegate-Pennsylvania Division 160
Grand Division Order of Railway Conductors
Forty-Fourth Session
Chicago, Illinois
1950

Order of Railway Conductors of America

1934 **Grand Division Credential** 1934

This Certifies That Mr. W.P.Thacher Div. No. 160

IS A DELEGATE TO THE FORTY-FIRST SESSION OF THE

Grand Division of the Order of Railway Conductors to meet in

TORONTO, ONTARIO, MONDAY, MAY 7th, 1934

Witness my Signature and the Seal of the Grand Division

General Secretary

Order of Railway Conductors of America

1950 **Grand Division Credential** 1950

This Certifies That Mr. W.P. THACHER Division No. 160

IS A DELEGATE TO THE FORTY-FOURTH SESSION OF THE

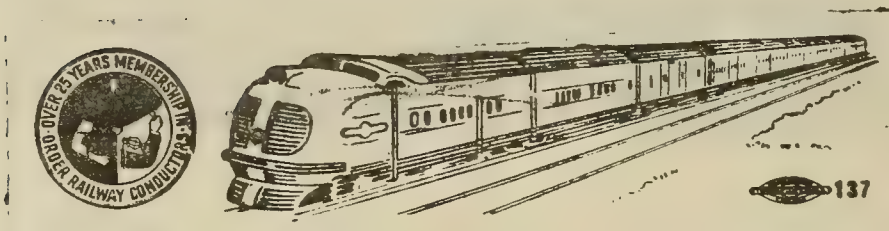
Grand Division of the Order of Railway Conductors to meet in

CHICAGO, ILLINOIS, MONDAY, MAY 1, 1950

Witness my Signature and the Seal of the Grand Division.

G. H. Oram

General Secretary and Treasurer.



1905-1950

O.R.C. Convention Chicago Ill Congress Hotel

W. P. THACHER

316 NEW GRANT STREET

Delegate Division No. 160

WILKES BARRE, PENN.

Order of Railway Conductors
Wyoming Valley Division No. 160

MEETS EVERY 4TH SUNDAY OF EACH MONTH AT 2:30 P. M.

W. R. GRAVER
SECRETARY AND TREASURER
20 WYOMING STREET
WILKES-BARRE, PA.

Wilkes-Barre, Pa., Feb 27 1928

Mr.C.C.Payne.

Dear Sir and Bro.

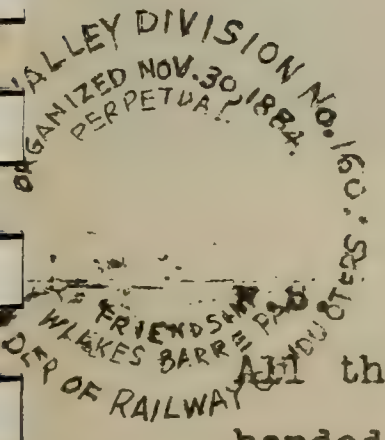
At our regular meeting held on Sunday Feb.26th. the following was elected on the local committee on the D&H.

Chairman Bro.W.P.Thacher. 316 New Grant St.Wilkes Barre Pa
" Bro.M.J.McGovern 248 No.Washington St. "
Sect. Bro. V.S.Best 10 Wyoming St. "

Yours in P.F.

W. R. Graver.

Sect and Treas.



All the papers regarding the wage movement handed to Bro,Thacher .

W.R.G.

W.P.T.

PLEASE NOTE COPY SENT TO BRO PAYNE.
W.R.G. 107

ORDER OF RAILWAY CONDUCTORS.

WYOMING VALLEY DIV. 160. WILKES BARRE PA.

TO WHOM IT MAY CONCERN.

This is to certify at our regular meeting held on Sunday Nov. 25th. Mr. W.P.Thacher was duly elected committeeman on Penna.Div. of the D & H. for a term of three years.

Yours Truly.

COPY.

W. T. Graver

Sect and Treas.
Division 160

In 1952, the Oneonta Star newspaper published an article on "Bill" Thacher's "Home on the Road" as a public interest story. A story concerning a railroader's home while away from home. The "Caboose" the last car on a railroad train. A symbol of railroads and trainmen down through the years. Caboose No. 10 stands in Memorial at Neahwa Park, Oneonta, New York, to commemorate the birthplace of the Brotherhood of Railroad Trainmen on September 23, 1883.

Home On The Road
35855

" 'HOME' IS WHAT YOU MAKE IT,
EVEN A CABOOSE CAN BE NICE."

William P. Thacher

A "crummy" caboose doesn't have to be crummy, says "Bill" Thacher. In fact, a railroad caboose can be as clean as a passenger car. All it takes is soap, elbow grease, a little paint and some ingenuity. That's the contention of the crew of Delaware and Hudson's freight train WR-3, the fastest daily from Wilkes-Barre, Pennsylvania, to Oneonta, New York, (1952). These particular trainmen have a combined total of 166 years of service on the railroad. They leave Wilkes-Barre at 6:30 a.m. daily, and arrive in Oneonta at 2 p.m., with only one stop at Carbondale, Pennsylvania. With the coming of diesel power, they said, the stop at Carbondale to change engines will no longer be necessary, and it will be a non-stop run. The Conductor of this fast freight train William (Bill) Thacher, of Wilkes-Barre, has been with the railroad for 49 years. On his crew are Raymond B. Flynn, with the road 44 years, Terence (Terry) Fay, with the road 38 years, and the youngster of the crew, George P. Anderson, who has only been a railroader for 37 years.

The caboose is where we have to spend most of our working hours says Conductor "Bill" Thacher and we might as well have it clean and comfortable. That means "we" have to keep it that way. The first job is paint. While the exterior of the caboose is the conventional dusty red, its protective devices such as step railings, etc., are kept a glossy, bright yellow. Inside, the caboose is a deep and glossy green, with flame red window casings, moulding and pipe. It is in the equipment that caboose is unique. Window sills, for example,

have been covered with tile. It's easier to keep clean. The table top, also is tiled, so are the arm rests of the cupola, the top of the coal box, the refrigerator top which serves as the "kitchen" table, and the shelves of the dish cupboard. The doors and windows have all been equipped with weatherstripping, for the dual purpose of keeping out the draft, and also keeping out the dust. The closets, oil room, etc., are all kept in rigid order. The Daily routine shortly after arriving in Oneonta is a scrub-down--which means broom, mop, pail, and scrub brush not only on the leather seats and back rests, but the floors, walls, and windows--every inch of the interior. Even the stove is kept bright with stove polish.

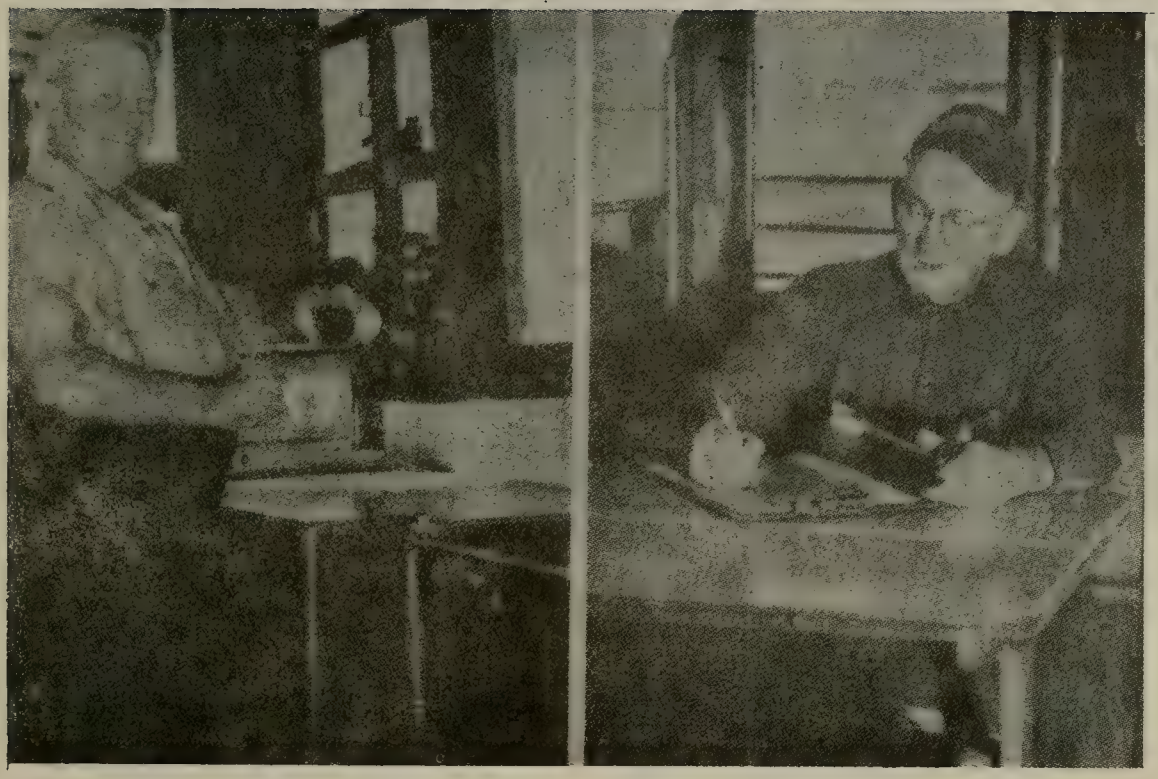
We claim, says "Bill" and few on the Susquehanna Division dispute our claim, that our caboose is the cleanest on the railroad.

"HOME ON THE ROAD"

The crew of WR-3, "fastest D.& H. freight train from Wilkes-Barre, Pennsylvania, to Oneonta, New York," take pride in keeping their caboose "the cleanest on the railroad."

Left to right, Terence A. (Terry) Fay, Raymond B. Flynn, William P. (Bill) Thacher, and George P. Anderson.

1952



" HOME ON THE ROAD "
1952

Pale green tile set over the refrigerator, around the sink and on the cupboard doors enables Trainmen Raymond B. Flynn (left) and his trainmates to keep their meal-equipment spotless and clean as in their own home kitchens. Conductor W. P. "Bill" Thacher's table top (right) is of pale yellow tileboard, easy to keep clean and spotless whether for making out reports or for mealtime pleasure and confort. A daily scrubdown keeps the whole caboose as clean as a passenger car.

Railroad Election 1952

Some 140 conductors in the Susquehanna Division of the Delaware and Hudson Railroad cast ballots during a special election in Oneonta, New York, on June 20th and 21st, 1952. The issue was whether they shall be represented by the Order of Railway Conductors, as they are now, or by the Brotherhood of Railroad Trainmen. Elections were held in Whitehall and Albany, New York, and the results of the ballot were made known on July 1st, 1952. The ballot favored the Conductors representing themselves by a vote of two to one.

Left to right in the picture are: Oscar L. Lewis, Oneonta, an O.R.C. observer; William P. Thacher, Wilkes-Barre, Pennsylvania, Conductor and Committeeman accepting the ballot. Charles F. Wahl, mediator for the National Mediation Board, and J. E. Lockwood, Oneonta, a B.R.T. observer.

"Bill" Thacher was number one conductor on the Delaware and Hudson Conductor's Roster for many years until he died in 1957, a standing hoped for by many conductors, but never reached in their lifetime. "Bill" Thacher was 62nd on the Conductor's Roster in 1918, 34th in 1930, 15th in 1940, 2nd in 1950, and by 1952, he had worked his way to the top; the number one man of the division, as the railroaders called him.

THE DELAWARE AND HUDSON RAILROAD
CORPORATION
OFFICE OF SUPERINTENDENT
PENNSYLVANIA DIVISION

Roster of Conductors July 1918

1. Johnson, H. E.
2. Cook, L. K.
3. Nicol, D. R.
4. Knapp, H. O.
5. Ward, J. J.
6. Kennedy, Wm.
7. Nicholson, Jos.
8. Dockerty, P. E.
9. Courtright, S.
10. Currigan, Jos.
11. Clark, John E.
12. Robbins, D. B.
13. Grenawalt, Chas.
14. Chapman, Geo.
15. Ball, C. J.
16. Ruddy, Patrick
17. Robbins, S. R.
18. Kellow, George
19. Lewsley, E. J.
20. Kiefer, Frank J.
21. Hampton, R. M.
22. Newton, Willard
23. Mitchell, Alfred
24. Dilts, Elmer
25. Milligan, John
26. Dimock, Edward
27. Huddy, Richard
28. Harper, Wm. C.
29. Walsh, Martin F.
30. Penwarden, Fred
31. Tucker, G. E.
32. McMullen, H.
33. Hannon, J.
34. Lawlor, P.
35. Colvin, J. L.
36. Constantine, Albert
37. Hudson, Chas. M.
38. Rounds, H. M.
39. Hagenbauch, Chas.
40. Vannan, Thos.
41. Inch, Edw. F.
42. Dilts, Horton
43. Colwell, Fred
44. Richards, Evan T.
45. Titus, J. J.
46. Grenwalt, Harvey
47. Bryden, John P.
48. Hammond, Alva
49. McCarthy, T. L.
50. Hale, C. E.
51. Clune, M.
52. Merk, John

THE DELAWARE AND HUDSON RAILROAD
CORPORATION
OFFICE OF SUPERINTENDENT
PENNSYLVANIA DIVISION
JULY 1918

ROSTER OF CONDUCTORS

53. Toolan, Chas.
54. Hoyle, Thomas
55. Reese, David
56. Wagner, Wm.
57. Potter, Harry
58. Kirk, F.
59. Hart, M. V.
60. Flannery, Wm.
61. Llewellyn, Jas. P.
62. Thacher, Wm. P.
63. Beebe, M. S.
64. Jackson, J. J.
65. Krapf, Harry
66. Keough, Bernard
67. French, Peter
68. Dugan, Joseph
69. McGovern, M. J.
70. Vroman, A. L.
71. Christian, Vere
72. Myers, E. T.
73. Farrington, John
74. Kane, Peter
75. Hobbs, J. H.
76. Depew, W. M.
77. Cantwell, M. J.
78. Brady, Jas.
79. Jones, Tim
80. Conmy, J. J.
81. Norris, John
82. Rogers, Earl H.
83. London, W. J.
84. Conmy, P. W.
85. Calahan, P. J.
86. Best, Wernon S.
87. McLaughlin, J. P.
88. Gilmartin, B. A.
89. Robson, John
90. O'Boyle, Thomas
91. Stevens, Ed.
92. Schoppy, Alex
93. Elegy, Stephen
94. Mooney, Thomas
95. Phillips, Wm. H.
96. Gunsauls, C. R.
97. Curran, Thos.
98. Goss, Robert C.
99. Haggerty, J. J.
100. Carr, Henry
101. Tonkin, Robert
102. Lynch, F. C.
103. Barrett, R.
104. Hudson, Wm.
105. Little G. T.
106. Carey, J. A.
107. Sullivan, P. F.

THE DELAWARE AND HUDSON RAILROAD CORPORATION

OFFICE OF SUPERINTENDENT
PENNSYLVANIA DIVISION

MAY 1, 1931

ROSTER OF CONDUCTORS

1. Chapman, George
2. Robbins, S. R.
3. Lewsley, J. E.
4. Hampton, Rule M.
5. Newton, Willard
6. Mitchell, A. A.
7. Dilts, Elmer E.
8. Dimeck, C. E.
9. Walsh, Martin F.
10. Hannon, John J.
11. Colvin, J. Louis
12. Hudson, Chas. M.
13. Rounds, Harvey M.
14. Hagenbuch, C. E.
15. Vannan, Thomas
16. Inch, Edward F.
17. Richards, E. T.
18. Grenawalt, Harvey M.
19. Bryden, John P.
20. Hammond, Alva S.
21. McCarthy, Timothy L.
22. Hale, Charles E.
23. Clune, Michael F.
24. Merk, John H.
25. Toolan, Charles L.
26. Hoyle, Thomas J.
27. Reese, David D.
28. Wagner, William S.
29. Potter, Harry
30. Kirk, Frank
31. Hart, Marcus V.
32. Flannery, Wm. L.
33. Llewellyn, Jas. P.
34. Thacher, Wm. P.
35. Beebe, Meade S.
36. Jackson, Jason J.
37. Krapf, Harry
38. Keough, Bernard
39. French, Peter E.
40. Dugan, Joseph
41. McGovern, M. J.
42. Vroman, A. L.
43. Christian, Vere W.
44. Myers, E. T.
45. Kane, Peter E.
46. Hobbs, John H.
47. Cantwell, M. J.
48. Jones, Timothy D.
49. Conmy, James J.
50. Norris, John M.
51. Rogers, Earl H.
52. Conmy, Patrick W.
53. Calahan, Paul J.
54. Best, Vernon S.
55. McLaughlin, John P.
56. Gilmartin, B. A.
57. O'Boyle, Thomas
58. Stevens, E. T.
59. Shoppy, A. A.
60. Mooney, Thomas V.

THE DELAWARE AND HUDSON RAILROAD CORPORATION

OFFICE OF SUPERINTENDENT
PENNSYLVANIA DIVISION

NOVEMBER 1, 1939

ROSTER OF CONDUCTORS

1.	Walsh, Martin F.	26.	Conmy, James J.
2.	Colvin, Louis J.	27.	Norris, John M.
3.	Inch, Edward F.	28.	Rogers, Earl H.
4.	Grenawalt, H. M.	29.	Conmy, Patrick W.
5.	Hammond, Alva S.	30.	Best, Vernon S.
6.	McCarthy, T. L.	31.	McLaughlin, John P.
7.	Mark, John H.	32.	Gilmartin, B. A.
8.	Toolan, Charles L.	33.	O'Boyle Thomas
9.	Hoyle, Thomas J.	34.	Stevens, E. T.
10.	Reese, David D.	35.	Mooney, Thomas V.
11.	Potter, Harry	36.	Garbett, John A.
12.	Kirk, Frank	37.	Goss, Robert C.
13.	Hart, Marcus V.	38.	Haggerty, J. J.
14.	Flannery, Wm. L.	39.	Barrett, Richard A.
15.	Thacher, William P.	40.	Hudson, William
16.	Beebe, Meade S.	41.	Little, George T.
17.	Krapf, Harry	42.	Carey, Jesse A.
18.	Keough, Bernard V.	43.	Gallagher, Pat. F.
19.	French, Peter E.	44.	Jaunes, Wilbur S.
20.	Dugan, Joseph	45.	Bauer, Chas. J.
21.	Myers, E. T.	46.	Quinn, Harry W.
22.	Kane, Peter E.	47.	Robinson, Wm. J.
23.	Hobbs, John H.	UA-48.	Sisson, F. E.
24.	Cantewll, M. J.	UA-49.	Geesey, Neltson
25.	Jones, D. T.		

UA - Denotes Unassigned.

THE DELAWARE AND HUDSON RAILROAD CORPORATION

OFFICE OF SUPERINTENDENT
PENNSYLVANIA DIVISION

MAY, 1, 1951

ROSTER OF CONDUCTORS

1. Colvin, Louis J.
2. Thacher, W. P.
3. Beebe, Meade S.
4. French, Peter E.
5. Jones, D. T.
6. Rogers, Earl H.
7. McLaughlin, J. P.
8. Gilmartin, B. A.
9. Garbett, John A.
10. Goss, Robert C.
11. Barrett, Rich. A.
12. Little, Geo. T.
13. Bauer, Charles J.
14. Geesey, Neltson
15. Snee, M. J.
16. Kilgannon, J. C.
17. Dirner, F. A.
18. Heck, J. N.
19. Humphreys, David
20. Alexander, Earl
21. Simrell, Frank G.
22. Keating, Pat. J.
23. Lawlor, Jos. J.
24. Dugan, Ed. M.
25. Lake, Harold N.
26. Daughtery, C. W.
27. Walsh, Geo. T.
28. McMahon, Terrence E.
29. Kennedy, B. H.
30. Ruddick, W. J.
31. McGinty, John J.

UA-32. Duffy, Leo J.
UA-33. Loftus, H. J.
UA-34. Frear, Carl R.
UA-35. Fay, T. A.
UA-36. Silsby, J. L.

UA - Denotes Unassigned

THE DELAWARE AND HUDSON RAILROAD CORPORATION

OFFICE OF SUPERINTENDENT
PENNSYLVANIA DIVISION

NOVEMBER 1, 1955

ROSTER OF CONDUCTORS

1. Thacher, W. P.
2. French, Peter E.
3. Jones, D. T.
4. McLaughlin, J. P.
5. Gilmartin, B. A.
6. Little, George T.
7. Bauer, Charles J.
8. Geesey, Neltson
9. Snee, M. J.
10. Kilgannon, J. C.
11. Dirner, F. A.
12. Heck, J. N.
13. Humphreys, David
14. Alexander, Earl
15. Simrell, Frank G.
16. Keating, Pat. J.
17. Lawlor, Jos. J.
18. Daugherty, C. W.
19. Walsh, George T.

UA-20. McMahon, Terr. E.
UA-21. Kennedy, B. H.
UA-22. Ruddick, W. J.
UA-23. Duffy, Leo J.
UA-24. Loftus, H. J.
UA-25. Frear, Carl R.
UA-26. Fay, T. A.
UA-27. Silsby, J. L.

UA - Denotes Unassigned

In his lifetime, "Bill" Thacher had conducted some of the fastest D.& H. trains operated "over-the-road" by steam locomotives, to Oneonta, New York, the Delaware and Hudson's terminal to Canada. Now the big Diesels were here. They came to pass as he said they would, and in the 1950's he was conducting fast-freights over-the-road, sometimes a 100 cars or more in length. At times five Diesels were needed to haul the long trains up the Moosic Mountain from Carbondale to the summit at Ararat, Pennsylvania, a rise of over 1000 feet. Ralph Webb[10] Thacher, his older brother retired from the D.& H. in 1952. He was a locomotive engineer before he retired and lived at Union Dale, Pennsylvania, along the D.& H. tracks. Ralph was almost always standing by to give the boys the "High-Ball" as they went by, going North or going South.

William Peter[10] Thacher took sick on Wednesday, September 11th, 1957, after he had returned to Wilkes-Barre from his over-the-road trip to Oneonta, New York. On October 13th at two o'clock in the afternoon, he was taken to the Wilkes-Barre General Hospital for a stomach operation. He survived the operation, but complications set in a little later, and he died on Wednesday, October 30th, 1957, at two o'clock in the morning. His brother Ralph Webb[10] and his oldest son Elwood James[11] were at his bedside as they had been for several days before. He was buried in the Thacher gravelot in the Willow View Cemetery at Clifford, Pennsylvania, not very far from his brother Ralph's home at Union Dale. William Peter[10] Thacher was 72 years of age when he died. His brother Ralph is dead now also. He died on January 13th, 1971, aged 87. He is also buried in the Thacher gravelot in the Willow View Cemetery.

A FEW VERSES
on
WHEN YOU COMPLETE YOUR LAST RUN
by
WILLIAM PETER[10] THACHER
1885-1957

After many long years on the Railroad,
I find that my work is done.
And I know that my days are ending,
Like the rays of the setting sun.

I am reluctant to leave my old Pals,
And the railroad where I rode each day.
In my heart I feel an emptiness,
As I go on my long, lonely way.

It's nice to pay them a visit,
In the shanty down by the track.
It strikes a note of sadness in me,
When I know I'll never go back.

Such is life on the railroad,
If I could, I would live it again.
But my old bones are weary and aching,
For I have worked 55 years on the train.

When time took my name from the Roster,
There was nothing for me to say, or do.
So I folded my arms across my chest, and
In silent loneliness, I stole away to my home,
To await the calling of the Grim Reaper,
Who will take me down through the
Valley of Death, where no one returns.

Clifford

Thacher Grave Lot
Willow View Cemetery
Clifford, Pennsylvania
Section C Number 98

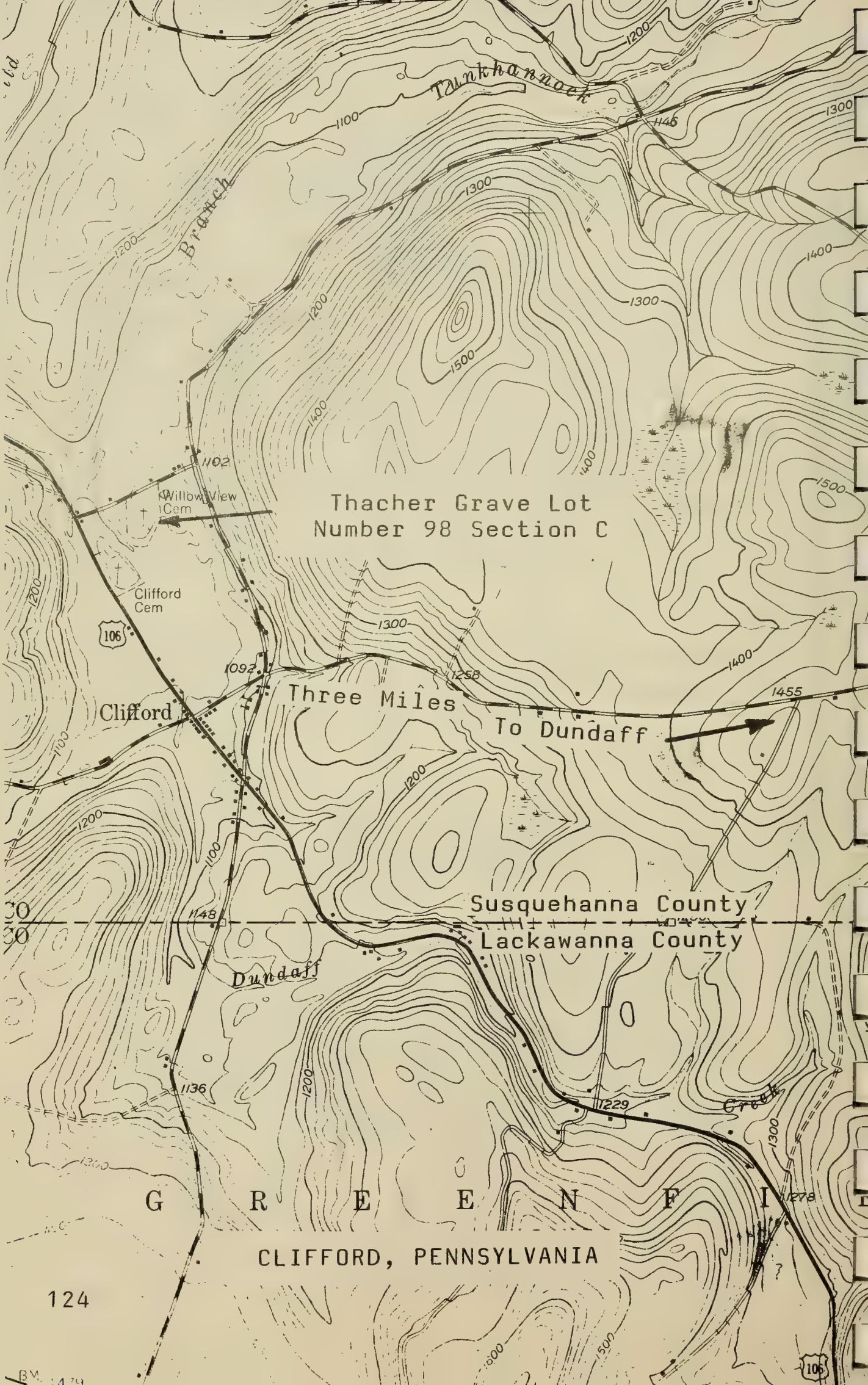
Royal

U.S. 106

R.W.T. 15 1971	H.T.T. 14 1930	K.R.T. 13 1964	H.T.A. 12 1973	R.A. 11
W.P.T. 10 1957	E.J.T. 9	S.W.T. 8	C.J.T. 7	M.J.T. 6
W.W.T. 5	J.C.T. 4	L.W.T. 3 1975	F.D.T.S. 2	J.H.S. 1 1975

Service Road Out

1. Joseph Harry Snyder, 1905-1975
2. Flora Dorcas Thacher Snyder, 1908-
3. Leon Webb Thacher, 1906-1975
4. Josephine Chesnink Thacher, 1910-
5. William Wallace Thacher, 1904-
6. Mildred Jones Thacher, 1913-
7. Clifford James Thacher, 1914-
8. Sheldon William Thacher, 1912-
9. Elwood James Thacher, 1907-
10. William Peter Thacher, 1885-1957
11. Raymond Avery, 1897-
12. Hazel Evelyn Thacher Avery, 1892-1973
13. Kathryn Rebecca Thacher, 1887-1964
14. Hattie Tinklepaugh Thacher, 1884-1930
15. Ralph Webb Thacher, 1883-1971


Tunkhannock
Branch
Thacher Grave Lot
Number 98 Section C
Willow View
Cem
Clifford
Cem
106
Clifford
Three Miles
To Dundaff
Susquehanna County
Lackawanna County
Dundaff
Creek
G R E E N F I
CLIFFORD, PENNSYLVANIA
1102
1092
1258
1455
1148
1136
1229
1278
1100
1200
1300
1400
1500
1145

William Peter[10] Thacher was active in the fraternity B.P.O. Elks of Wilkes-Barre, Pennsylvania, for many years. He was initiated into the order on February 10, 1914, as member 723 of Lodge #109. On the 43rd anniversary of his membership in the Order, he was honored by his Lodge proclaiming Tuesday evening, March 19, 1957, as "W.P. Thacher Night." A tribute to mark the anniversary of his initiation, and to commemorate this memorable ceremony. A social session followed and pictures were taken for the record.

W. P. THACHER, - SPECIAL

ANNIVERSARY

INC

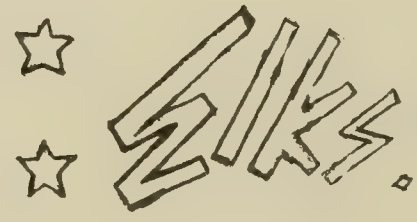
INITATION NOTING COMMITTEE

Committee

WILLIAM LIEBMAN, CHAIRMAN
WILLIAM _____
WILLIAM JONES
WILLIAM CLOYD
NICKALAS M. CATRINO
I. _____ GUTTERMAN
_____ FLYNN
_____ REESE
ALFRED LA VIO
CARL SANTARELI
BERNARD C. BANKS
MAX ROSANTHAL
ALLAN GILBERT
FRANK HENRY
FRED BIMAN

WILKES-BARRE

BENEVOLENT
PROTECTIVE
ORDER



W. P. THACHER NIGHT..... MARCH 19, 1957

Mr. W. P. Thacher,
316 New Grant Street,
Wilkes-Barre, Penna.

INITIATED FEBRUARY 10, 1914.
MEMBER NUMBER 723.

Dear Brother Thacher :-

It becomes my pleasant duty to inform you that you have been selected to be honored by Lodge #109, B. P. O. ELKS, Tuesday March 19, 1957, at eight O'clock. This tribute will mark the Anniversary of your initiation into the Order.

We do trust that your health will permit you to join with us on this special night to commemorate this memorable ceremony. It is old-timers like you that we miss at our meetings. Please return the enclosed, self-addressed Post-Card at once so that we can govern ourselves accordingly for a social session and arrangements for a Photo.

Fraternally yours,

William Liebman, Chairman
ELKS' INC COMMITTEE

1948

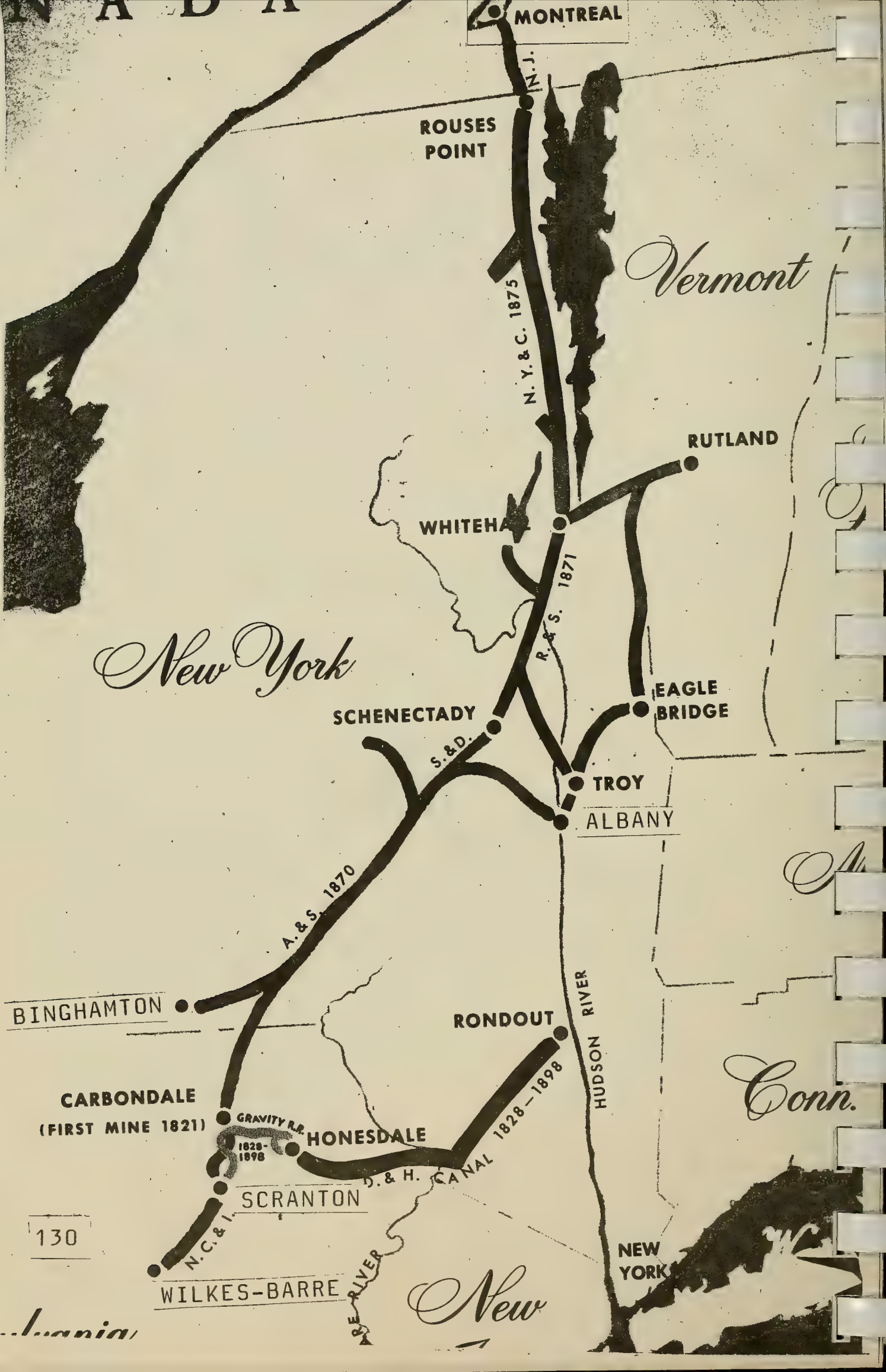
William Peter[10] Thacher was also a member of the Royal Order of the Moose, and the fraternity of the International Order of Odd Fellows. He was an avid hunter and fisherman for over fifty years, and a member of the hunting and fishing camp No. 112 of Wilkes-Barre, Pennsylvania.

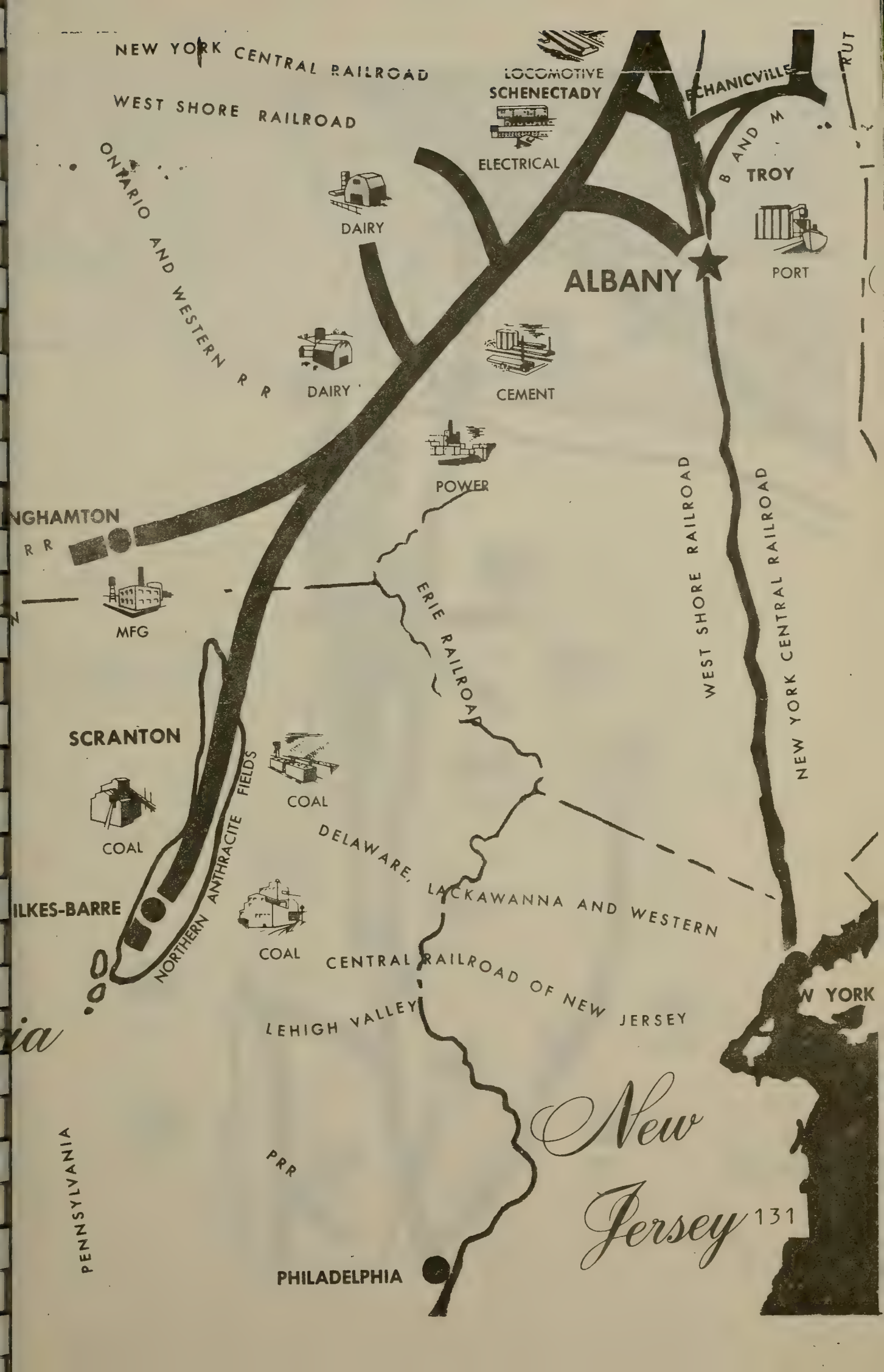
In remembrance of William Peter[10] Thacher and his long ambitious career in railroad work, we know he would want his descendants to know something about the great railroad he worked for, "The Delaware and Hudson Company." I am sure he would also want it known that his brother Ralph Webb[10] Thacher of Union Dale, Pennsylvania, was an employee of the D.& H. Company and a locomotive engineer for many years. Ralph[10] Thacher, retired from active duty after the last passenger service between Scranton and Carbondale was abandoned in 1952, he died on January 13, 1971. His brother-in-law Raymond Avery of Carbondale, Pennsylvania, was also an active railroad conductor until December of 1968, and he, too, conducted D.& H. fast freight trains between Wilkes-Barre, Pennsylvania, and Oneonta, New York, for many years. In 1967, Ray Avery and a few other long-time employees, who served the D.& H. Company for over fifty (50) years, were honored at a dinner given by the officials of the company at Albany, New York. Raymond Avery retired in 1969 to assist his ailing wife at home. She is dead now. She died January 20, 1973.

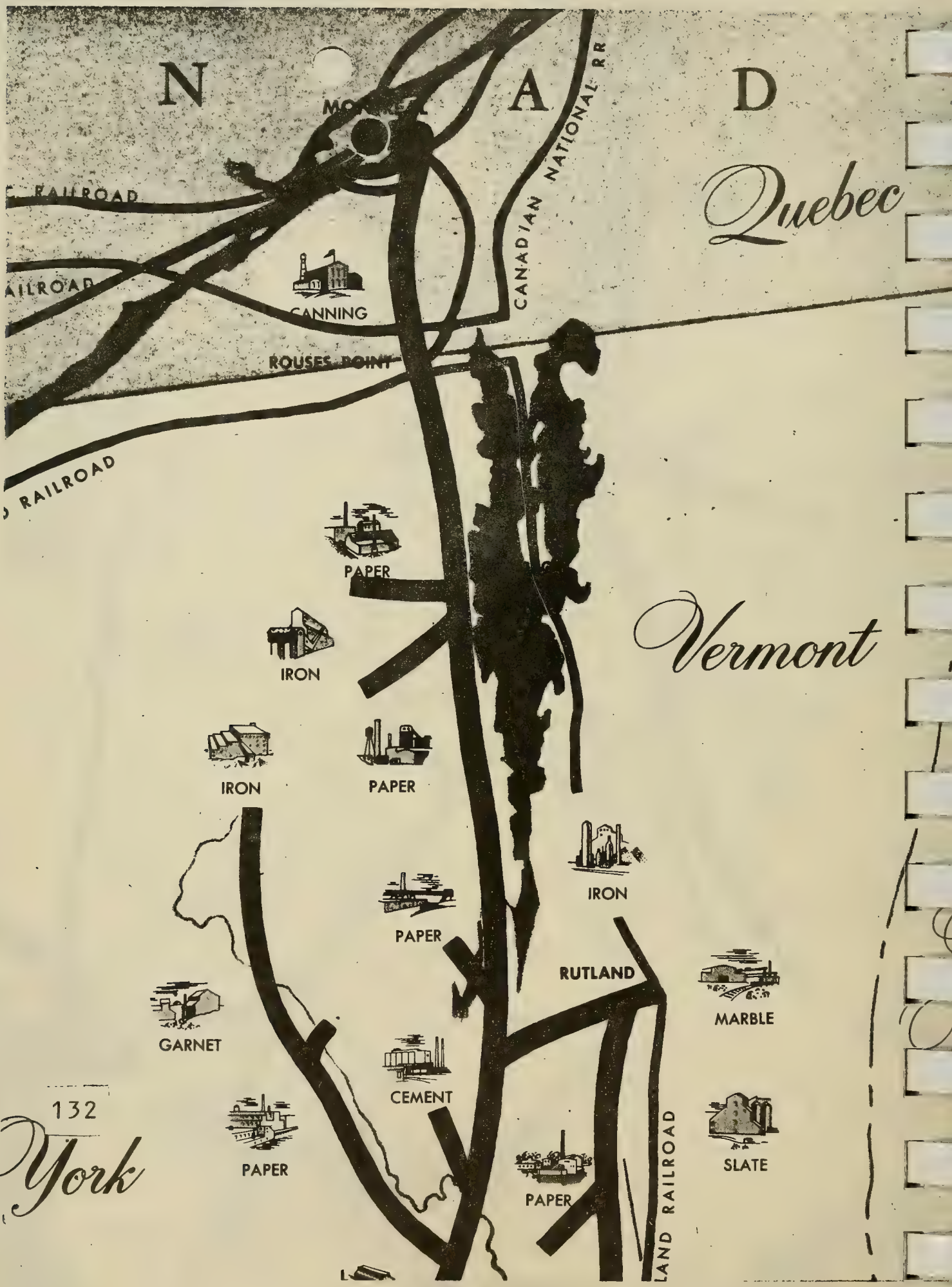
Although "Bill" Thacher started his career with the company in 1903, it seems apropos that the origin and growth of this great company particularly through his active years, would make his genealogy more complete. As he lived, railroading was his most important subject of conversation.

THE DELAWARE AND HUDSON
RAILROAD COMPANY

1829-1969


MONTREAL
N.J.
ROUSES POINT
Vermont
N.Y.&C. 1875
RUTLAND
WHITEHALL
R.&S. 1871
New York
EAGLE BRIDGE
SCHENECTADY
S.&D.
TROY
ALBANY
A.&S. 1870
BINGHAMTON
RONDOUT
HUDSON RIVER
CARBONDALE
(FIRST MINE 1821)
GRAVITY R.R.
1828-1898
HONESDALE
D. & H. CANAL 1828–1898
SCRANTON
N.C.&I.
WILKES-BARRE
ARE RIVER
NEW YORK
Conn.
New


NEW YORK CENTRAL RAILROAD
WEST SHORE RAILROAD
ONTARIO AND WESTERN R R
LOCOMOTIVE
SCHENECTADY
ELECTRICAL
DAIRY
DAIRY
CEMENT
POWER
ALBANY
TROY
PORT
B AND M
RUT
NGHAMTON
R R
MFG
ERIE RAILROAD
WEST SHORE RAILROAD
NEW YORK CENTRAL RAILROAD
SCRANTON
COAL
COAL
COAL
NORTHERN ANTHRACITE FIELDS
DELAWARE, LACKAWANNA AND WESTERN
ILKES-BARRE
CENTRAL RAILROAD OF NEW JERSEY
LEHIGH VALLEY
W YORK
PRR
PENNSYLVANIA
PHILADELPHIA
New Jersey


N
A
D
Quebec
CANADIAN NATIONAL RR
RAILROAD
CANNING
ROUSES POINT
RAILROAD
PAPER
IRON
Vermont
IRON
PAPER
IRON
PAPER
RUTLAND
MARBLE
GARNET
CEMENT
PAPER
PAPER
SLATE
LAND RAILROAD

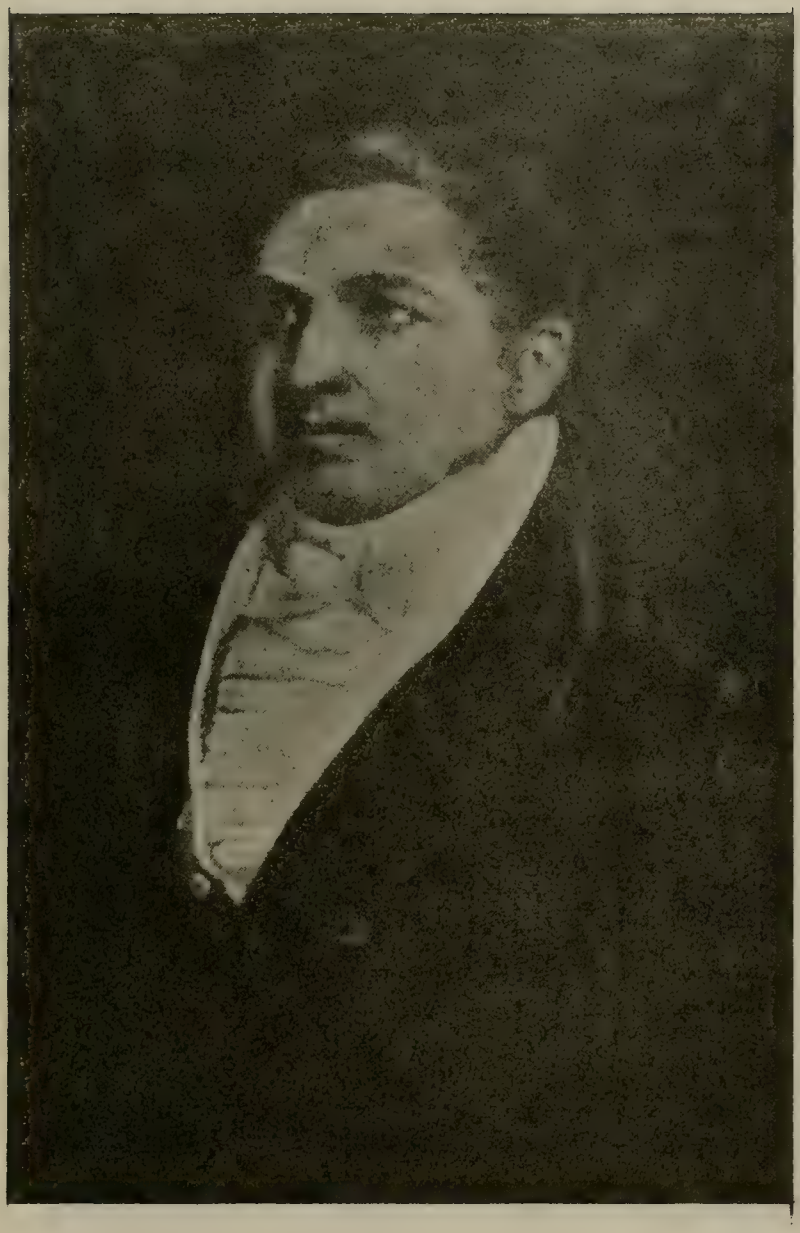
York

From Jim Shaughnessy's book "Delaware and Hudson" published by Howell-North Books, 1050 Parker Street, Berkeley, California 94710, we have assembled for the Thacher Genealogy, a resume of the origin and growth of the D & H Railroad from its very beginning in remembrance of Conductor William P. Thacher, 54 years; engineer Ralph W. Thacher, 40 years; and their brother-in-law Conductor Raymond Avery, 51 years. For the complete story of this great company, see the book, Library of Congress Catalog No. 67-31427.

THE D & H
1823-1967

It was back in the early 1800's that the Wurts brothers, Maurice and William, hunted and fished in Wayne County, Pennsylvania, and it was during their travels through the woods here, that they came upon frequent outcroppings of Black Stone. This material called Stone Coal by the local inhabitants was in fact a rich anthracite coal.

Maurice and William Wurts were dry goods merchants from Philadelphia, and beginning in 1814 they acquired title to considerable properties that contained hard coal deposits. In the fall of 1822 they mined about a thousand tons of coal at Carbondale, Pennsylvania, and during the following winter hauled some 100 tons over the Moosic Mountains on sleds to the Lackawaxen River near Paupack Eddy, then by raft to the Delaware River and on to Philadelphia where they sold it. Maurice Wurts soon became aware that a canal was needed to transport larger amounts of coal to market. After a detailed appraisal of the Lackawaxen and Delaware valleys as a route for the canal, the Pennsylvania Legislature on March 13, 1823, authorized the Wurts' brothers to build a canal along the Lackawaxen River. Six weeks later "The President, Managers and Company of the Delaware and Hudson Canal Company" were incorporated by an act of the New York Legislature. This was the origin of the Delaware and Hudson by its founders Maurice and William Wurts.

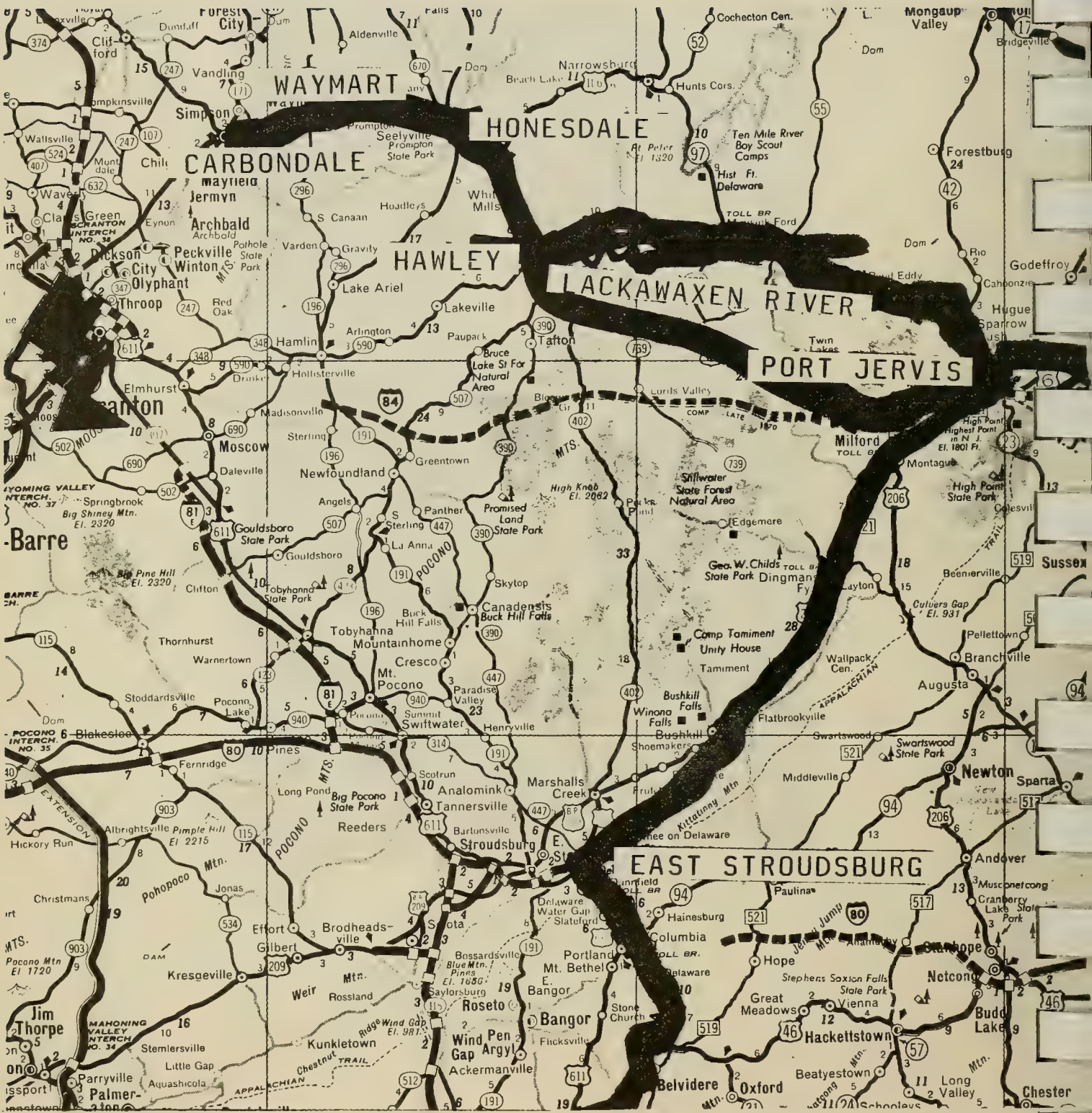


Maurice Wurts
-1854
Founder Of The
Delaware And Hudson

William Wurts
-
Founder Of The
Delaware And Hudson

1822

Route of the first 100 tons of Anthacite coal, from the mines at Carbondale, Pennsylvania, over the Moosic Mountain on sleds, to the Lackawaxen River, then by raft to Port Jervis, New York, and on to Philadelphia, Pennsylvania, on the Delaware River.


WAYMART
HONESDALE
CARBONDALE
HAWLEY
LACKAWAXEN RIVER
PORT JERVIS
EAST STROUDSBURG
Forest City
Cochecton Cen.
Mongaup Valley
Aldenville
Narrowsburg
Hunts Cors.
Ten Mile River Boy Scout Camps
Forestburg
Seelyville
Prompton State Park
Simpson
Vandling
Archbald
Jermyn
Peckville
Winton
Olyphant
Dickson City
Throop
Lake Ariel
Lakeville
S Canaan
Hoadleys
Varden
Gravity
Paupack
Tafton
Hamlin
Arlington
Hollisterville
Elmhurst
Madisonville
Moscow
Sterling
Greentown
Newfoundland
Daleville
Springbrook
Big Shiney Mtn. El. 2320
Gouldsboro State Park
Gouldsboro
Clifton
Big Pine Hill El. 2320
Tobyhanna State Park
Bruce Lake St For Natural Area
Promised Land State Park
High Knob El. 2062
Skytop
Canadensis
Buck Hill Falls
Tobyhanna
Mountainhome
Cresco
Mt. Pocono
Paradise Valley
Swiftwater
Henryville
Thornhurst
Warnertown
Stoddardsville
Pocono Lake
Blakeslee
Pines
Fernridge
Scotrun
Analomink
Tannersville
Long Pond
Big Pocono State Park
Reeders
Barrtonsville
Stroudsburg
Marshalls Creek
Albrightsville
Pimple Hill El. 2215
Hickory Run
Christmans
Pohopoco Mtn.
Jonas
Effort
Brodheadsville
Gilbert
Kresgeville
Pocono Mtn El. 1720
Dam
Weir
Rossland
Saylorsburg
Blue Mtn. Pines El. 1650
Bossardsville
Sciota
Delaware Water Gap
Slateford
Portland
Mt. Bethel
E. Bangor
Bangor
Roseto
Wind Gap
Pen Argyl
Ackermanville
Flicksville
Stone Church
Ridge
Wind Gap El. 981
Kunkletown
Stemlersville
Little Gap
Aquashicola
Parryville
Palmerton
Jim Thorpe
Mahoning Valley Interch. No. 34
Pocono Interch. No. 35
Scranton Interch. No. 38
Wyoming Valley Interch. No. 37
Extension
Appalachian Trail
Chestnut Trail
Pocono Mts.
Kittatinny Mtn.
Delaware Water Gap
Tocks Island Dam
Twin Lakes
Bushkill Falls
Winona Falls
Bushkill
Shoemakers
Flatbrookville
Swartswood
Swartswood State Park
Middleville
Newton
Sparta
Andover
Musconetcong
Cranberry Lake State Park
Stanhope
Netcong
Budd Lake
Hainesburg
Columbia
Paulina
Hope
Stephens Saxton Falls State Park
Great Meadows
Vienna
Hackettstown
Belvidere
Oxford
Beatyestown
Long Valley
Chester
Milford
Montague
Shiftwater State Forest Natural Area
Edgemere
Geo. W. Childs State Park
Dingman Ft.
Layton
Beemerville
Sussex
Culvers Gap El. 931
Pellettown
Branchville
Augusta
Wallpack Cen.
Comp Tamiment
Unity House
Tamiment
Godeffroy
Cahoonzie
Hugue
Sparrow Bush
Lords Valley
Promised Land
Delaware
Ten Mile River
Hist Ft. Delaware
Peter El 1320
Dam
Bridgeville
Jersey Jumpin
Mt.
Anahaty
Blue Mtn.
Pocono Mts.
Appalachian
Trail
Mtn.
Pocono
Extension
Dam
Pothole State Park
Red Oak
Oak
Clarks Green
Lynon
Archbald
Mayfield
Jermyn
Montdale
Chil
Wallsville
Wave
Clifford
Dundaff
Falls
Whites Mills
Hoadleys
Varden
Gravity
Lake Ariel
Lakeville
Paupack
Tafton
Arlington
Hamlin
Hollisterville
Elmhurst
Madisonville
Moscow
Sterling
Greentown
Newfoundland
Daleville
Springbrook
Big Shiney Mtn. El. 2320
Gouldsboro State Park
Gouldsboro
Clifton
Big Pine Hill El. 2320
Tobyhanna State Park
Bruce Lake St For Natural Area
Promised Land State Park
High Knob El. 2062
Skytop
Canadensis
Buck Hill Falls
Tobyhanna
Mountainhome
Cresco
Mt. Pocono
Paradise Valley
Swiftwater
Henryville
Thornhurst
Warnertown
Stoddardsville
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Chester
Milford
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Cahoonzie
Hugue
Sparrow Bush
Lords Valley
Promised Land
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Trail
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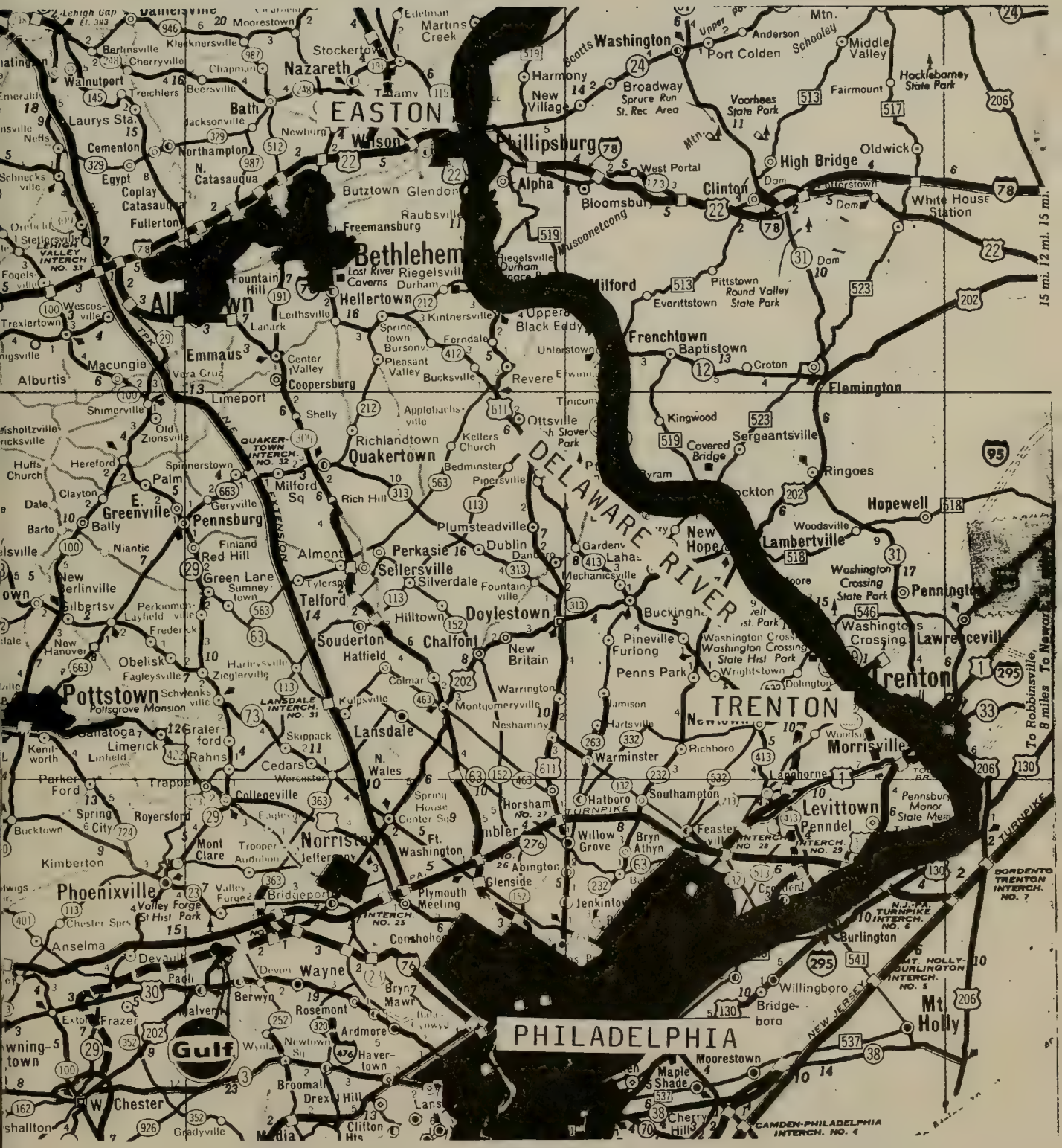
Montdale
Chil
Wallsville
Wave
Clifford


EASTON
Bethlehem
Allentown
Phillipsburg
Pottstown
TRENTON
PHILADELPHIA
Trenton
DELAWARE RIVER
Nazareth
Bath
Northampton
Emmaus
Coopersburg
Quakertown
Pennsburg
Greenville
Perkasie
Sellersville
Doylestown
New Hope
Lambertville
Hopewell
Flemington
Frenchtown
Milford
Clinton
High Bridge
Oldwick
Washington
Broadway
Harmony
Belvidere
Lansdale
Norristown
Phoenixville
Levittown
Morrisville
Burlington
Mt. Holly
Willingboro
Moorestown
Maple Shade
Cherry Hill
Gulf
Lehigh Valley Interch. No. 31
Quakertown Interch. No. 32
Lansdale Interch. No. 31
Camden-Philadelphia Interch. No. 4
To Robbinsville 8 miles To Newark
15 mi. 12 mi. 15 mi.

On March 8, 1825, Philip Hone was chosen as the first President of the D & H Canal Company, a position he held until January 7, 1826, when he resigned to become the Mayor of New York.

It was in June of 1825 during President Hone's tenure that the Wurts' brothers Lackawanna Coal Mine and Navigation Company was merged with the D & H Canal Company, making it one operating company from mine to market. Then on July 13, 1825, President Hone turned the first shovel of earth at a point midway between Wurtsboro and Ellenville near Summitville, New York, (called Beatysburg then) to start building operations for the Delaware and Hudson Canal. After many trials and tribulations of human labor, crude wagons and scrapers drawn by horses and mules, over the next three years, the canal was finished, and on October 16, 1828, President Bolton,former President Hone, engineer R. F. Lord and their party boarded the boat "Orange Packet" and departed from Rondout, New York, for Honesdale, Pennsylvania, the first historic trip through the complete length of the canal, 108 miles long, and 109 locks. Each had an upward lift of 10 feet and measured 9 X 76 feet, except those decending from the summit down to Port Jervis, New York. The canal itself was 36 feet wide at the waterline and 20 feet wide at the bottom, and the canal boats could carry 30 tons of cargo.

TABLE OF DISTANCES

ON THE

DELAWARE & HUDSON CANAL,

SHOWING ITS

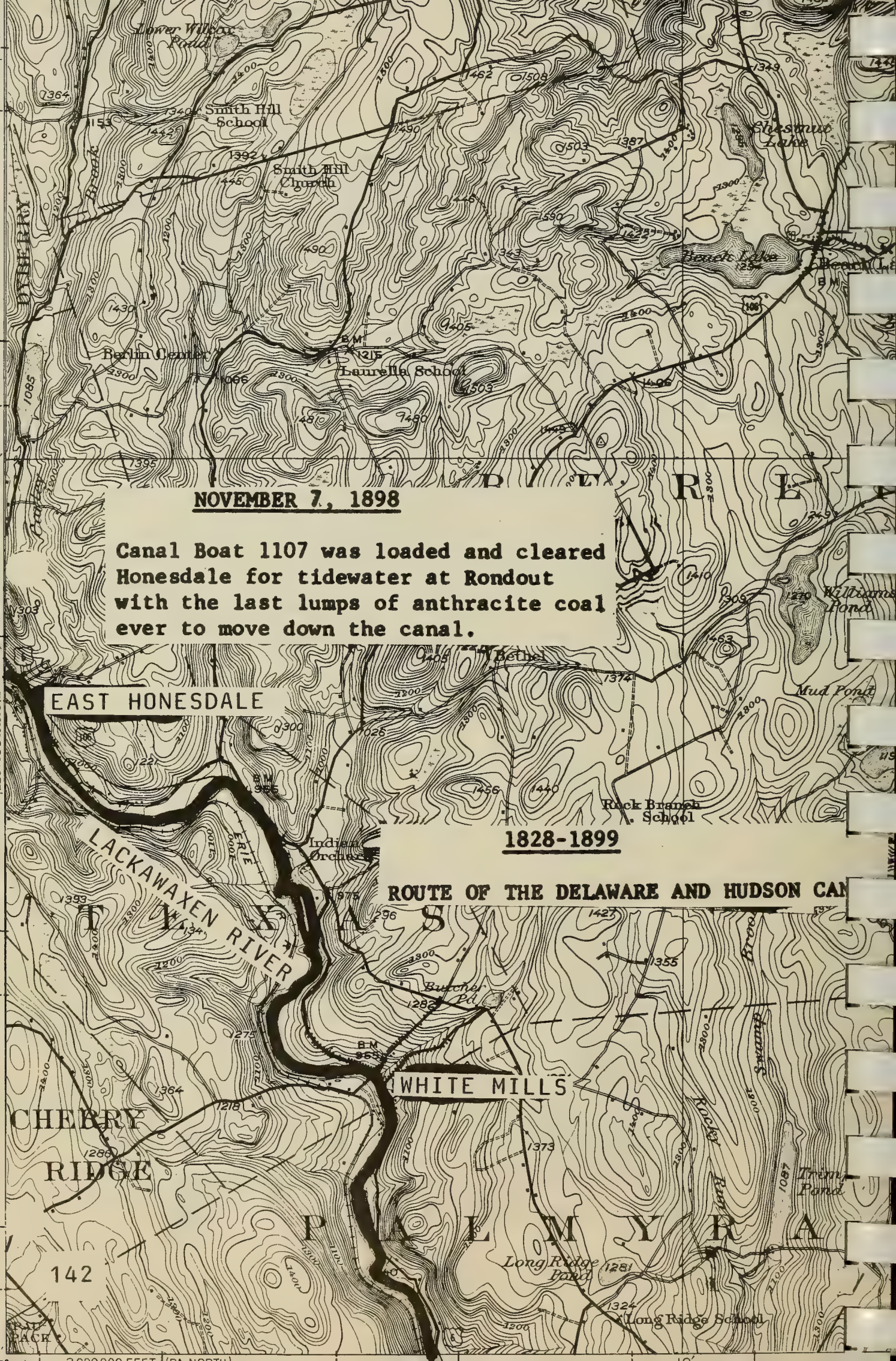
Divisions and Sections, Counties, Telegraph Calls, Numbers of Locks, &c., and the Location of Aqueducts, Feeders, Stop-Gates, Waste-Weirs, &c.

ARRANGED FOR THE INFORMATION OF THE TELEGRAPH DEPARTMENT, BY CHARLES PETERSEN, SUPERINTENDENT.

	NAMES OF PLACES	Telegraph Office Calls		Miles from Honesdale.	Miles from Eddyville.	No. of Locks.		County.	Remarks.
PENNSYLVANIA SECTION. LACKAWAXEN DIVISION	*HONESDALE	H			108	37	RR. Main Battery. Feedor.	Wayne.	
	LEONARDSVILLE	....	1		107	36			
	HOLBERT'S BASIN	....	2		106	35			
	BEARDSLEE'S BASIN	....	3		105	.....	Aqueduct		
	BEACH FLAT	....	4		104	34			
	WHITE MILLS	CD	5		103	33	RB		
	BRINK'S DAM	....	6		102	32	Feeder		
	DANIELS	....	7		101	31			
	NEWCASTLE	....	8		100	.....			
	HAWLEY	HY	9		99	29 30	RB		
	TUMBLEDAM ROCK	....	10		98	27 28	Feeder		
	POOLPIT	....	11		97	25 26			
	PUNCH CAMP	....	12		96	24			
	NARROWS	....	13		95	21 22 23	RR		
	SNYDER'S EDDY	....	14		94	19 20	Feeder		
	SHIMER'S EDDY	....	15		93	18			
	BLUE EDDY	....	16		92	17			
	MOUTH OF BLOOMING GROVE	....	17		91	16	RR,	Pike.	
	BLOOMING GROVE ISLAND	....	18		90	15			
	CRISWOLD	GD	19		89	13 14			
	WESTFALL'S	....	20		88	11 12	RR. Aqueduct		
	ROWLANDS	....	21		87	10	RR		
	PORT HOWARD	....	21		87	9			
	LITTLE NARROWS	....	22		86	7 8			
	RIDGWAY	....	23		85	4 5 6			
	LACKAWAXEN	XN	24		84	.....	RR. Aqueduct		
	DELAWARE AQUEDUCT	....	25		83	70 72	Delaware Feeder		
	STOP LOCK	....	26		82	.....	Four Mile Level		
	BEAVER BROOK	....	27		81	.....			
	PANTHER BROOK	....	28		80	.....	Aqueduct		
	BARRYVILLE	B	29		79	68 69	Stop Gate. Hanging Rock		
	MYRIC	....	30		78	.....			
	HANDSOME EDDY	....	31		77	67	Waste Weir		
	BUTTERMILK FALLS	....	32		76	.....			
	CRAIGSVILLE	....	33		75	65 66			
	VAN TUYLE'S BASIN	....	34		74	.....		Sullivan.	
	VAN TUYLE'S BROOK	....	35		73	64			
	POND EDDY	EM	36		72	63			
	DECKER'S DOCK	....	37		71	.....			
	FISH CABIN	....	38		70	62	Shad Fishing		
	VAN AUKEN'S BRIDGE	....	39		69	61			
	STAIRWAY BROOK	....	40		68	60			
	DICKERSON'S EDDY	....	41		67	.....			
NEW-YORK SECTION. SECOND DIVISION.	MONCAUP	MP	42		66	58 59	Feeder. Aqueduct		
	BUTLER'S FALLS	....	43		65	57			
	BOLTON BASIN	....	44		64	.....			
	HONESVILLE	....	45		63	.....			
	SPARROWBUSH	....	46		62	.....			
	WESTFALL'S BASIN	....	47		61	.....	Stop Gate		
	*PORT JERVIS	SB	48		60	.....	Twelve Mile Level		
	BEN CUDDEBACK'S	....	49		59	.....			
	PINE WOODS	....	50		58	.....	Stop Gate		
	BIRD-NEST ROCK	....	51		57	.....		Orange.	
	HORNBECK'S CULVERT	....	52		56	.....			
	HUGUENOT	....	53		55	.....	Waste Weirs		
	VAN ETTEN'S BRIDGE	....	54		54	.....			
	PORT CLINTON	....	55		53	53			
	NEVERSINK AQ.	Q	56		52	51 55	Neversink Feeder		
	CUDDEBACKVILLE	....	57		51	.....	Stop Gate		
	VAN INWEGEN'S BASIN	....	58		50	.....			
	STAUNTON'S BASIN	....	59		49	.....	Stop Gate		
	WESTBROOKVILLE	WB	60		48	.....	Aq't. Yankee P'd Feeder		
	TUNNEL HILL	....	61		47	.....	Stop Gate		
	INDIAN SPRING	....	62		46	.....			
	OAK BROOK	....	63		45	.....	Aqueduct		
	BROWN HAVEN	....	64		44	.....	Summit Level		
	MANERZA SMITH'S	....	65		43	.....			
	GRAHAM'S DOCK	....	66		42	.....	Stop Gate		
	SNEED'S BASIN	....	67		41	.....			
	*WURTSBORO	WS	68		40	.....	Aqueduct. Stop Gate		
	GUMAER'S BROOK	....	69		39	.....	Waste Weir. Stop Gate	Sullivan.	
	SWAMP BRIDGE	....	70		38	.....			
	LOG HOUSE	....	71		37	.....			
	BEATYSBURG	....	72		36	.....			
	DAVIS	....	73		35	49 50	Summit. Waste Weir		
	PHILLIPSPORT	SO	74		34	41 48	Topping's Res. Feeder		
	COUNTY LINE	....	75		33	38 40	Aqueduct. Change Bridge		
	PENNY'S BASIN	....	76		32	36 37	Feeder		
	JARED R. TCHIE'S	....	77		31	34 35			
	BRODHEAD'S BRICK-KILN	....	78		30	33			
	CUTLER'S BASIN	....	79		29	32			
	*ELLENVILLE	RF	80		28	30 31	Mountain Brook Aqueduct		
	TERWILLIGER'S	....	81		27	28 29	Feeder		
	DECKER'S	....	82		26	27			
	NAPANOCH	....	83		25	.....	Enderly's Basin		
	PORT BENJAMIN	....	84		24	26	Aqueduct		
	PORT HYXSON	....	85		23	25	Rondout Creek Feeder		
	BRUYAN'S BASIN	....	86		22	.....	Two Mile Level		
	MIDDLE'T, (Kerhonkson,)	MI	87		21	24	Dumond's Aq. Stony Kill		
	MOUNTAIN BROOK	....	88		20	.....	Mountain Brook Aq		
	C. P. HORNBECK'S	....	89		19	.....			
	DAVID VERNOOY'S	....	90		18	.....	Four Mile Level		
	PORT JACKSON	....	91		17	.....			
	STONY KILL	....	92		16	23	Aqueduct		
	FREELAND'S	....	93		15	.....			
	JOHN S. DEPUY'S	....	94		14	22	Basin		
	ALLIGERVILLE	VI	95		13	21	Peterskill Feeder & Aq't.		
	SNYDERVILLE	....	96		12	.....			
	CLOVE CHURCH	....	97		11	.....	Four Mile Level		
	HASBROUCK'S	....	98		10	.....			
NEW-YORK SECTION. FIRST DIVISION.	HIGH FALLS	HF	99		9	12 20	† Main Battery. Feeder	Ulster.	
	COLE'S BASIN	....	100		8	10 11			
	LAWRENCEVILLE	....	101		7	8 9			
	ROSENDALE	RA	102		6	7			
	LE FEVER'S FALLS	....	103		5	6	Basin		
	HARDENBURG'S	....	104		4	5	‡ Basin		
	CREEK LOCKS	CK	105		3	2 4	§		
	HORNBECK'S BRIDGE	....	106		2	.....			
	GREENKILL	....	107		1	.....			
	*EDDYVILLE	DE	108			1	Guard & Weigh Lock		
	RONDOUT, D. & H. C. Co.	RN				.....			
	RONDOUT, Private Office	RD				.....			

* Collector's Office. † Suspension Aqueduct. Double Tow-path from Lock 12 to Lock 20. ‡ Junction of Wallkill and Rondout Creeks. § Boats pass three miles through Rondout Creek.

Herald Job Printing Establishment, Honesdale, Pa.

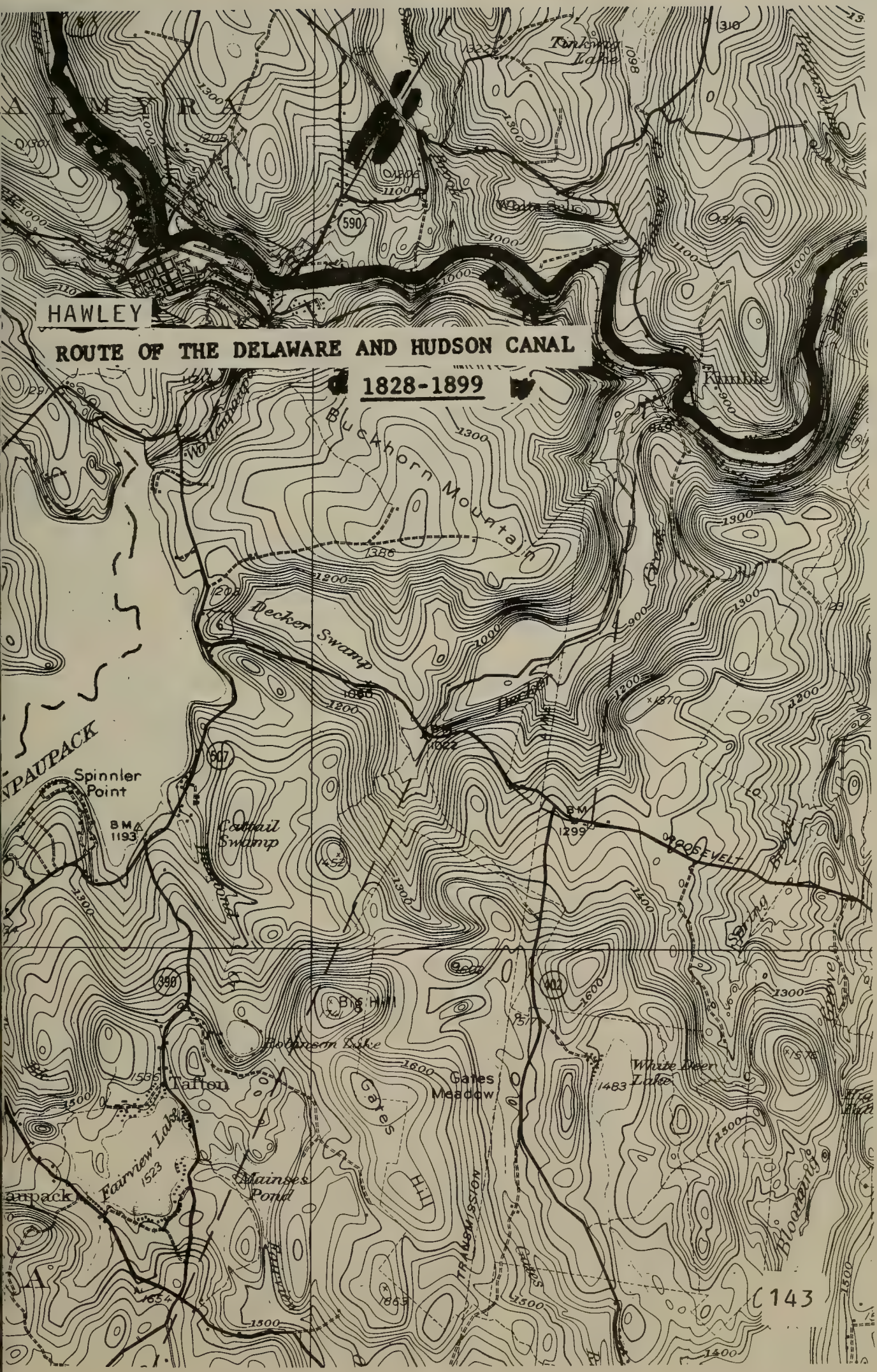


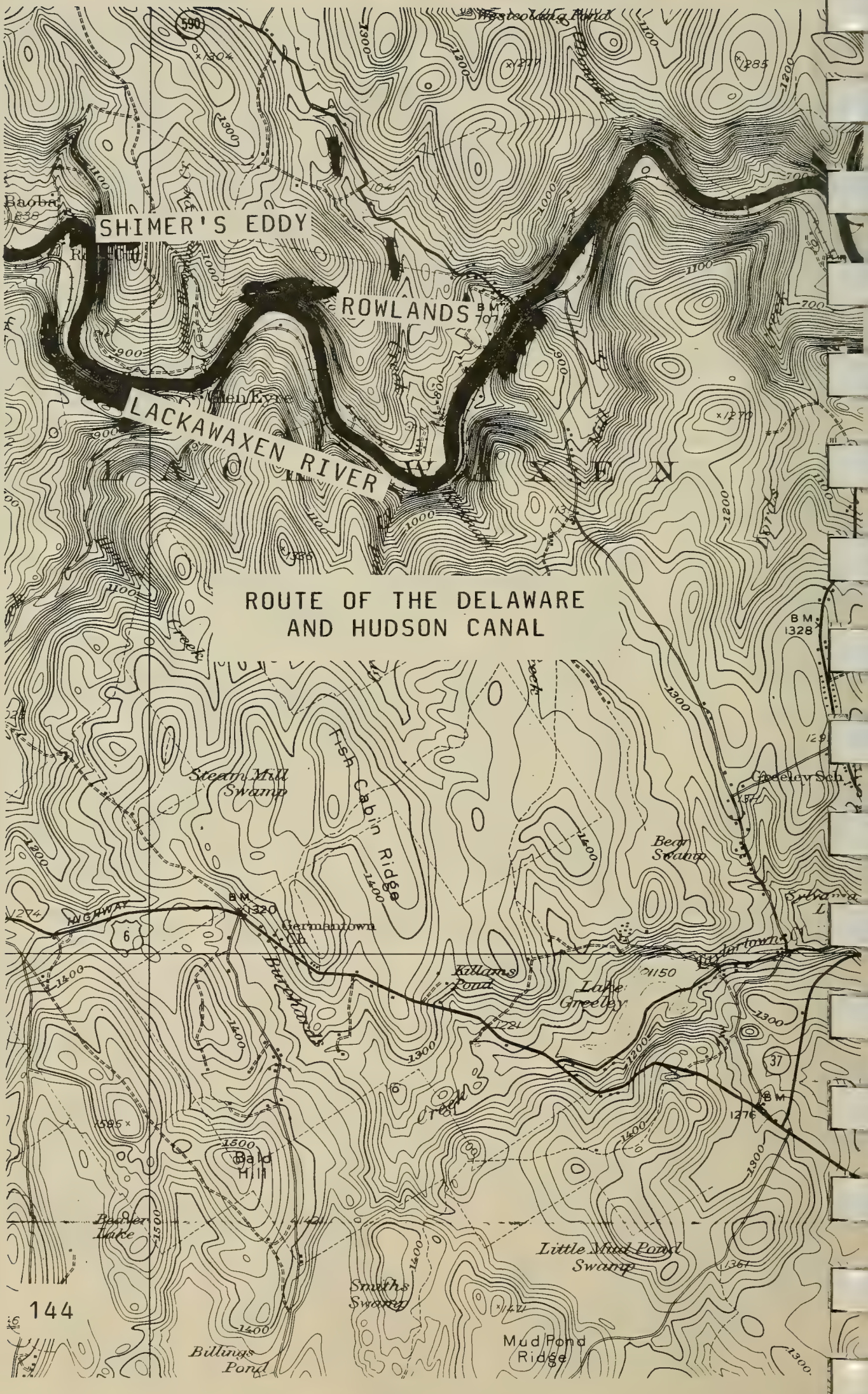
NOVEMBER 7, 1898

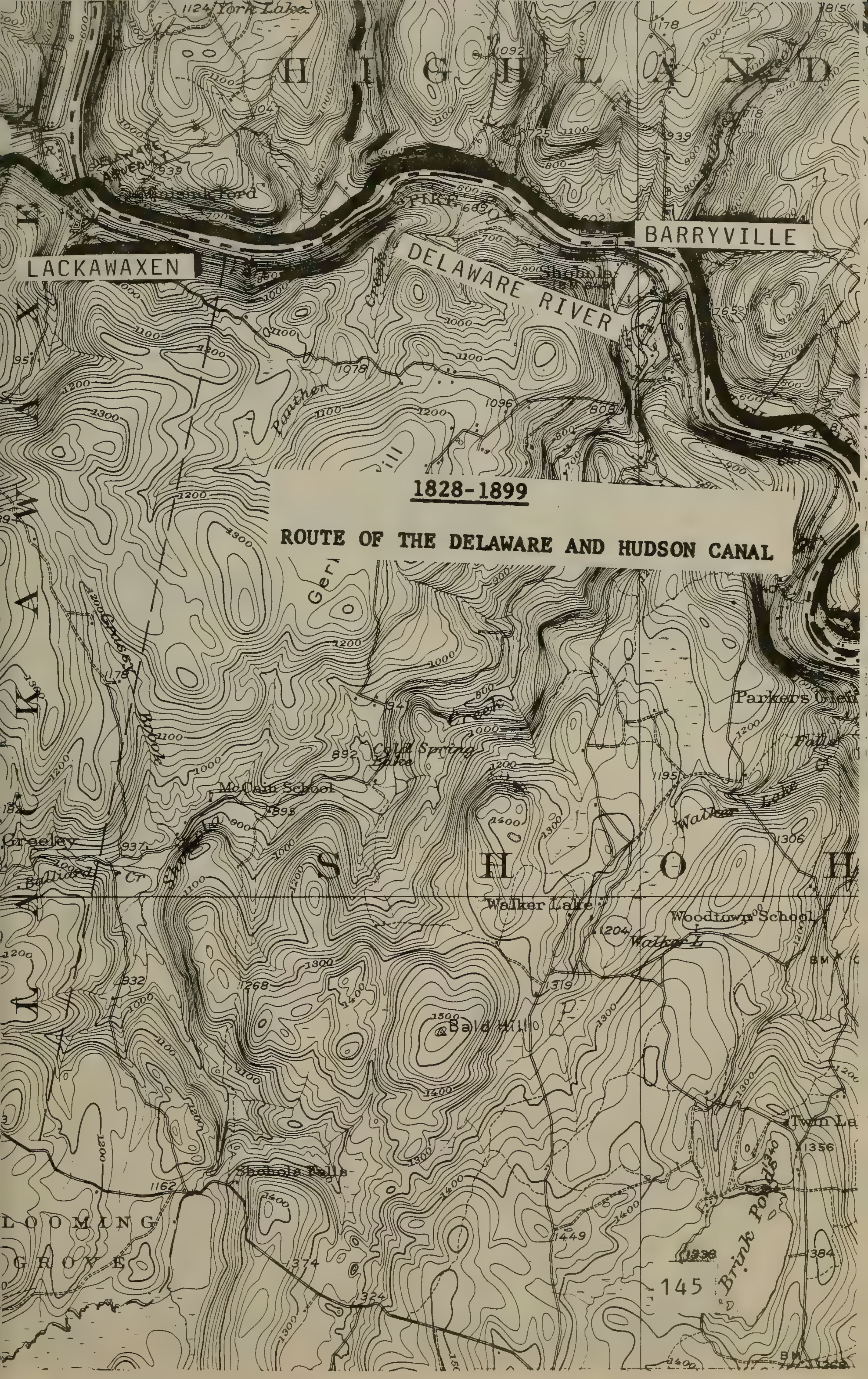
Canal Boat 1107 was loaded and cleared Honesdale for tidewater at Rondout with the last lumps of anthracite coal ever to move down the canal.

1828-1899

ROUTE OF THE DELAWARE AND HUDSON CAN

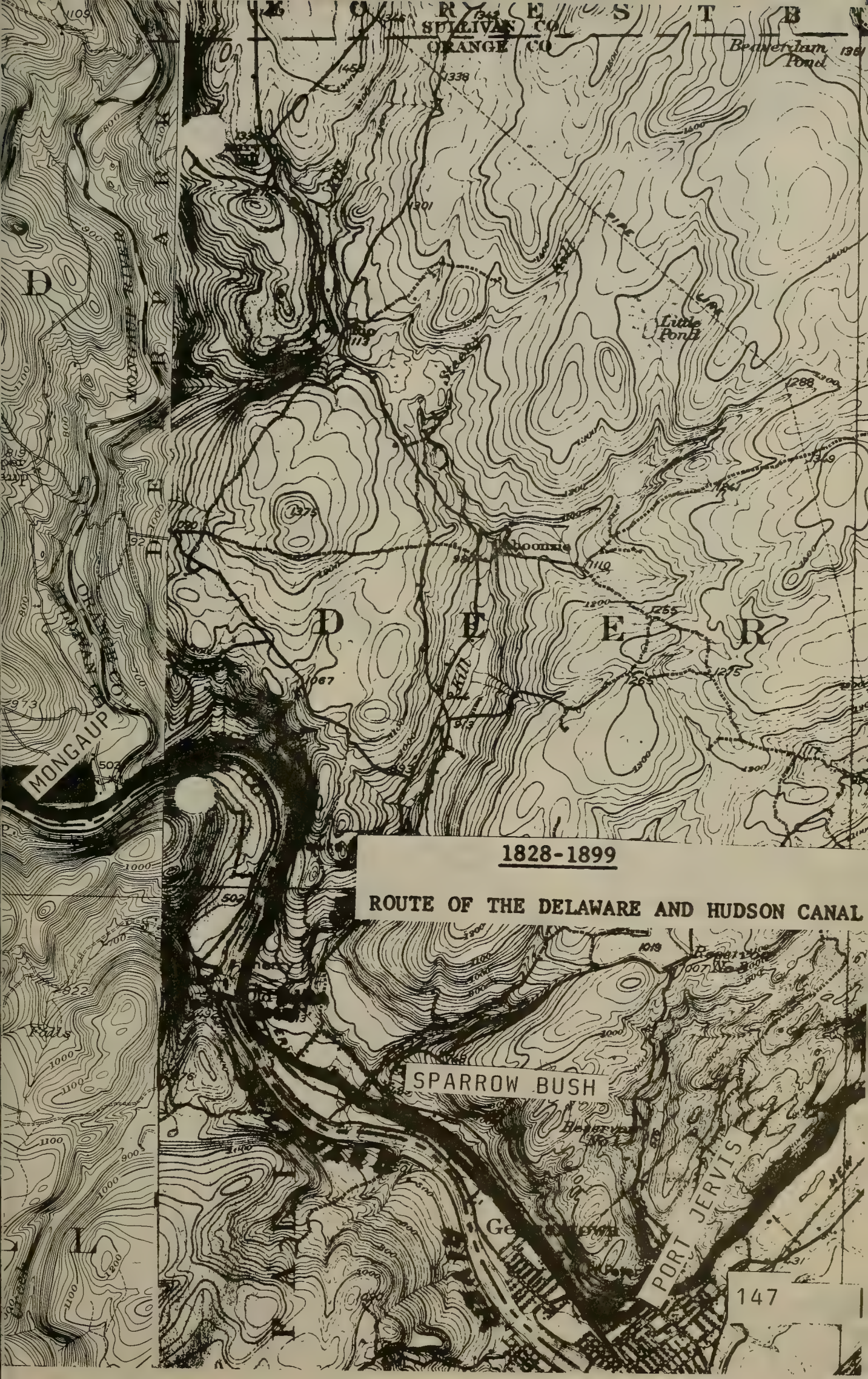

HAWLEY
ROUTE OF THE DELAWARE AND HUDSON CANAL
1828-1899
Tinkwig Lake
White Sch
Kimble
Buckhorn Mountain
Decker Swamp
Spinnler Point
BM 1193
Cattail Swamp
BM 1299
ROOSEVELT
Big Hill
Robinson Lake
Gates Meadow
White Deer Lake
Tafton
Fairview Lake
Mainses Pond
TRANSMISSION
Bloomingdale
590
507
390
402
1386
1022
1483
1523
1500
1600
1400
1300
1200
1100
1000
900


SHIMER'S EDDY
ROWLANDS
LACKAWAXEN RIVER
ROUTE OF THE DELAWARE
AND HUDSON CANAL
Steam Mill
Swamp
Fish Cabin Ridge
Germantown
Killams
Pond
Lake
Greeley
Bear
Swamp
Bald
Hill
Bosler
Lake
Little Mud Pond
Swamp
Smiths
Swamp
Billings
Pond
Mud Pond
Ridge
Greeley Sch.
BM
1328
BM
1320
BM
1276
HIGHWAY
6
37



1828-1899
ROUTE OF THE DELAWARE AND HUDSON CANAL
LACKAWAXEN
BARRYVILLE
DELAWARE RIVER
York Lake
Minisink Ford
Shohola
Panther
Creek
Parkers Glen
Cold Spring
McCain School
Greeley
Walker Lake
Woodtown School
Bald Hill
Shohola Falls
Twin La
Brink Pond
H I G H L A N D
S H O H

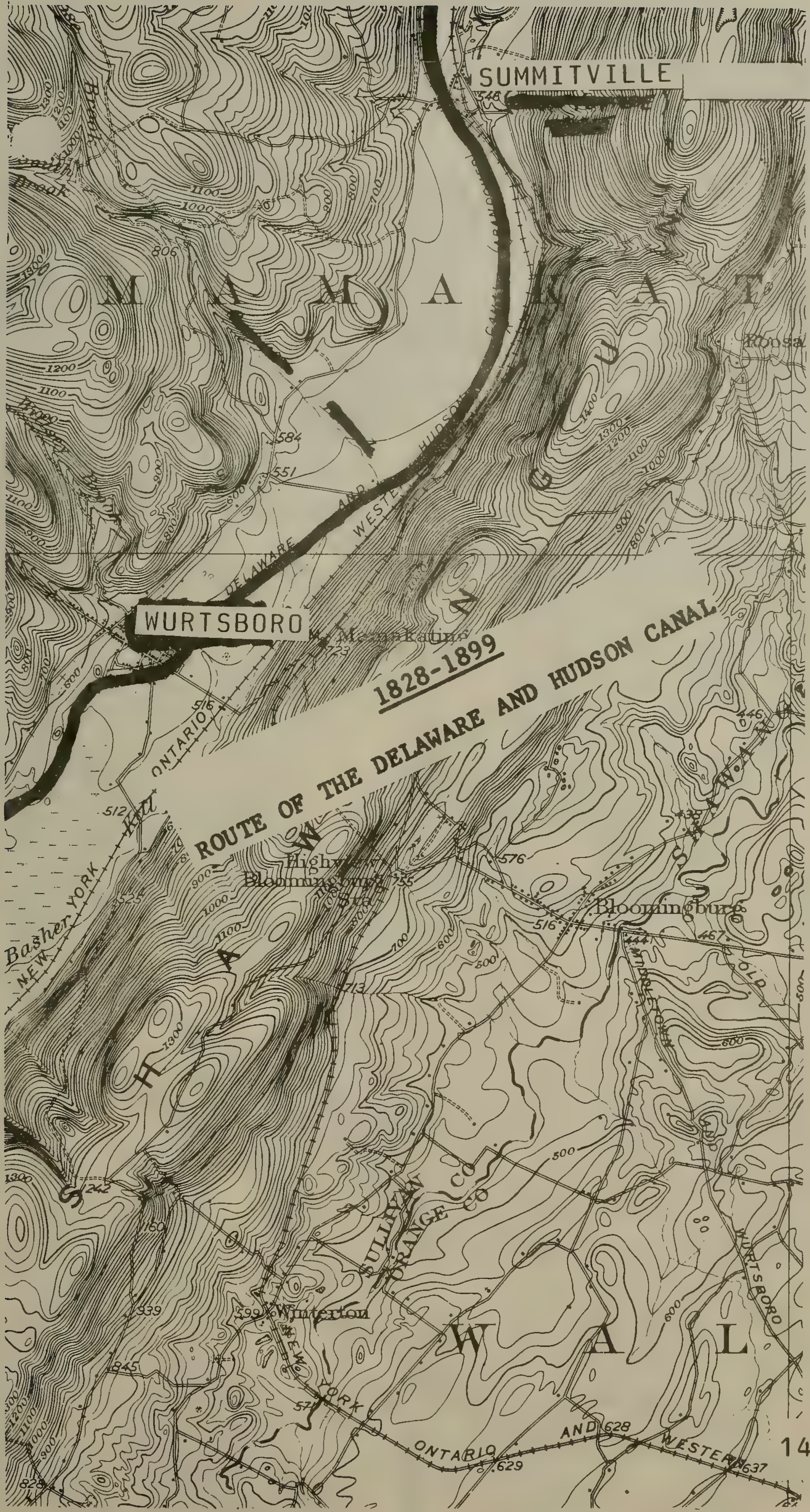
ROUTE OF THE DELAWARE AND HUDSON CANAL



1828-1899

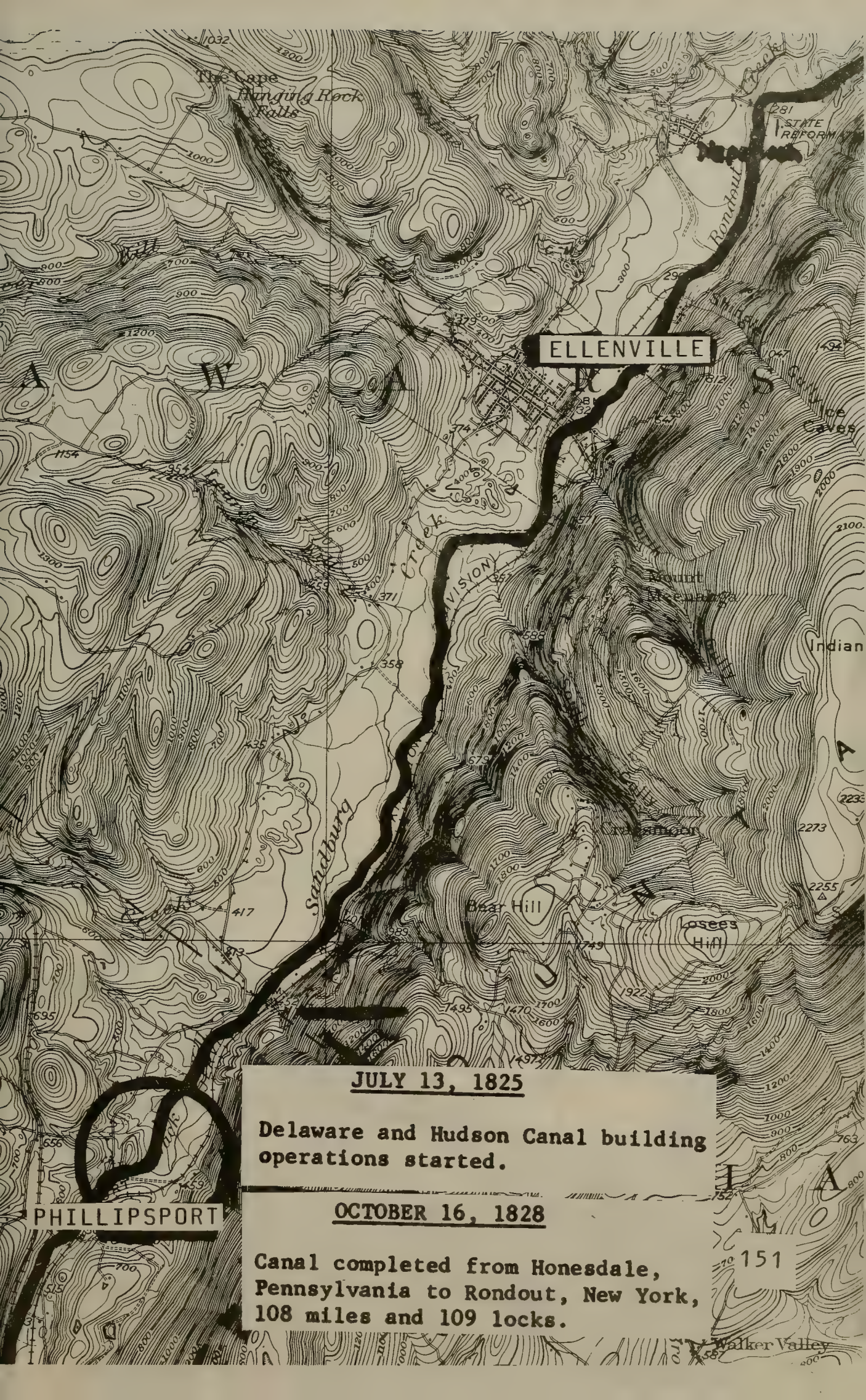
ROUTE OF THE DELAWARE AND HUDSON CANAL

CUDDEBACKVILLE
Roses Point
Basher
Valley Junc
Godeffroy
ROUTE OF THE DELAWARE AND HUDSON CANAL
RIVER
HUGUENOT
NEVERSINK
ONTARIO
Finchville
Big Pond
Prospect Hill
Port Orange
SHAWANGUNK
GREENVILLE


SUMMITVILLE
WURTSBORO
ROUTE OF THE DELAWARE AND HUDSON CANAL
1828-1899
Mamakating
Highview
Bloomingburg Sta.
Bloomingburg
Winterton
Basher Kill
DELAWARE AND HUDSON CANAL
NEW YORK ONTARIO AND WESTERN
SULLIVAN CO
ORANGE CO
MIDDLETOWN
WURTSBORO
OLD
SHAWANGUNK
WALL
MAMAKATING

1828-1899

ROUTE OF THE DELAWARE AND HUDSON CANAL



JULY 13, 1825

Delaware and Hudson Canal building operations started.

OCTOBER 16, 1828

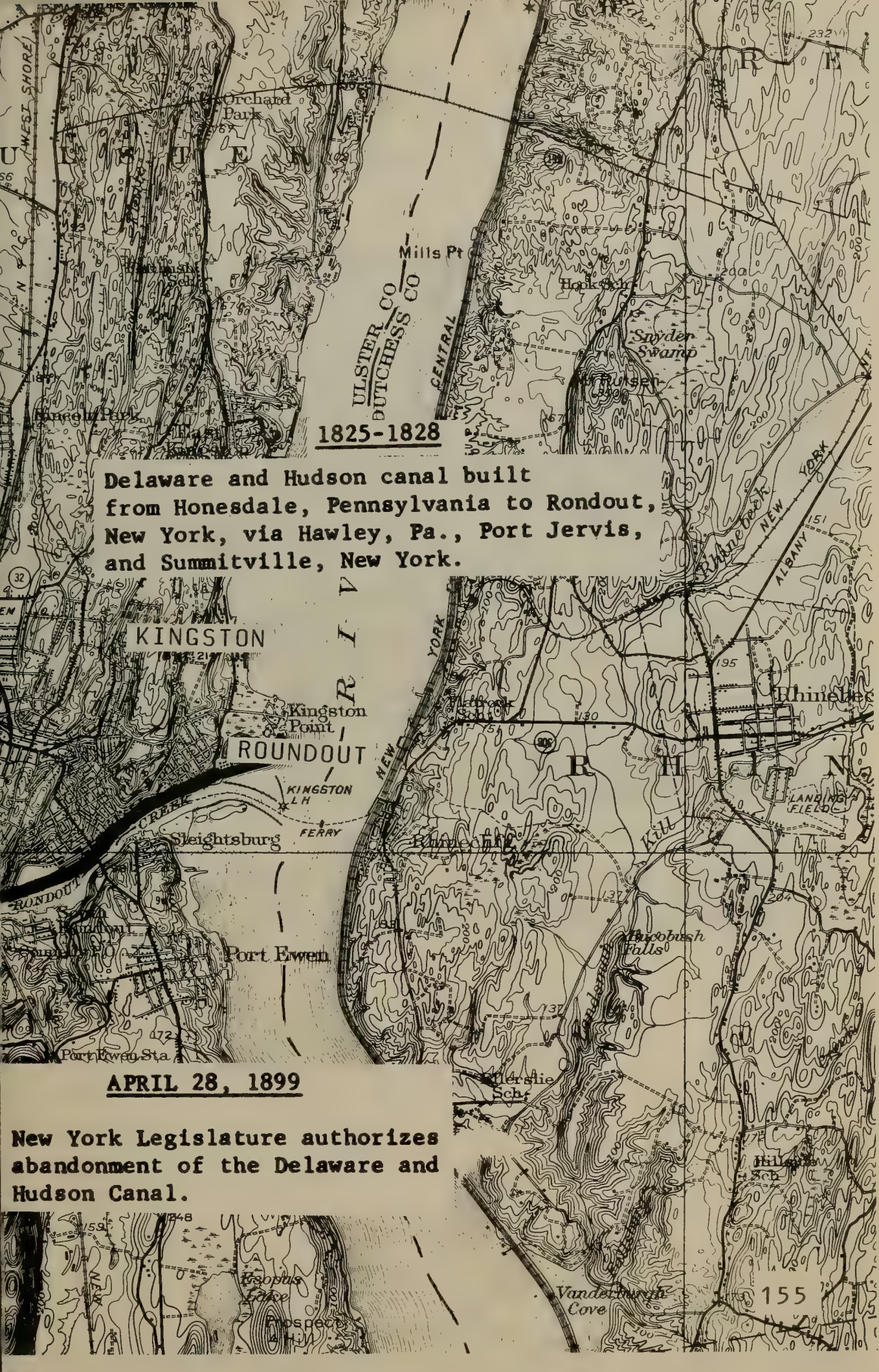
Canal completed from Honesdale, Pennsylvania to Rondout, New York, 108 miles and 109 locks.

C H E S T E R
Liebhardt
Tabasco
Mombaccus
Mettacahon
Fantinekill
Mill
Patankunk
Brook
Pinebush
CREEK
RONDOUT
KERHONKSON
Wawarsing
Granit
Stony
Rochester
Creek
1828-1899
ROUTE OF THE DELAWARE AND HUDSON CANAL

1828-1899

ROUTE OF THE DELAWARE AND HUDSON CANAL

EDDYVILLE
CREEKLOCKS
ROUTE OF THE DELAWARE AND HUDSON CANAL
ROSENDALE
HIGH FALLS
Hurley
ESOPUS
BRANCH
Marbletown
Cottekill
Bruceville
Rosendale Plains
Tillson
Rifton
Binnewater
Blueberry Hill
Walker Hill
Fifth Lake
Fourth Lake
Second Lake
First Lake
Bloomington
Stone Ridge
Wallkill
Rondout Creek
LEY
CREEK

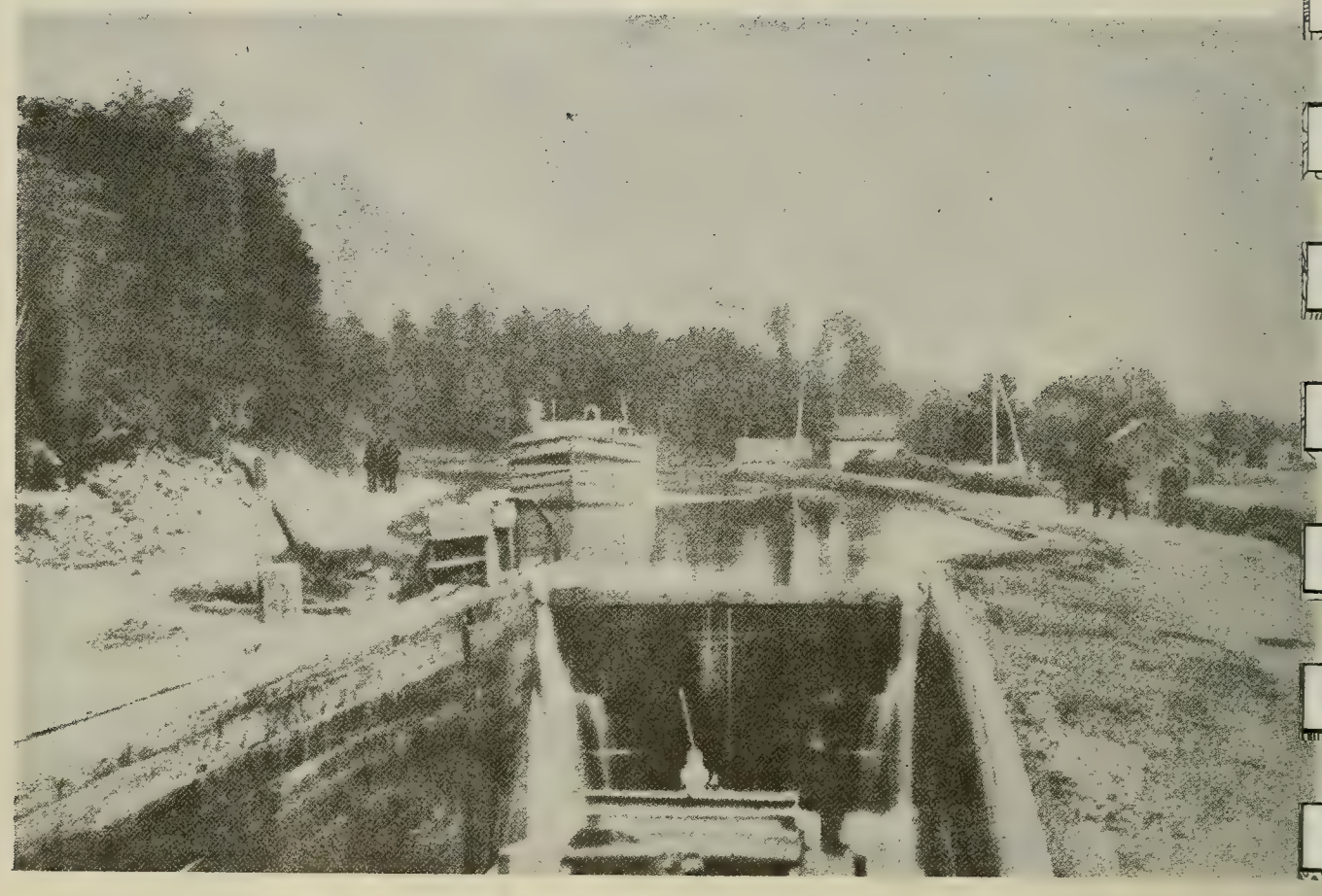


1825-1828

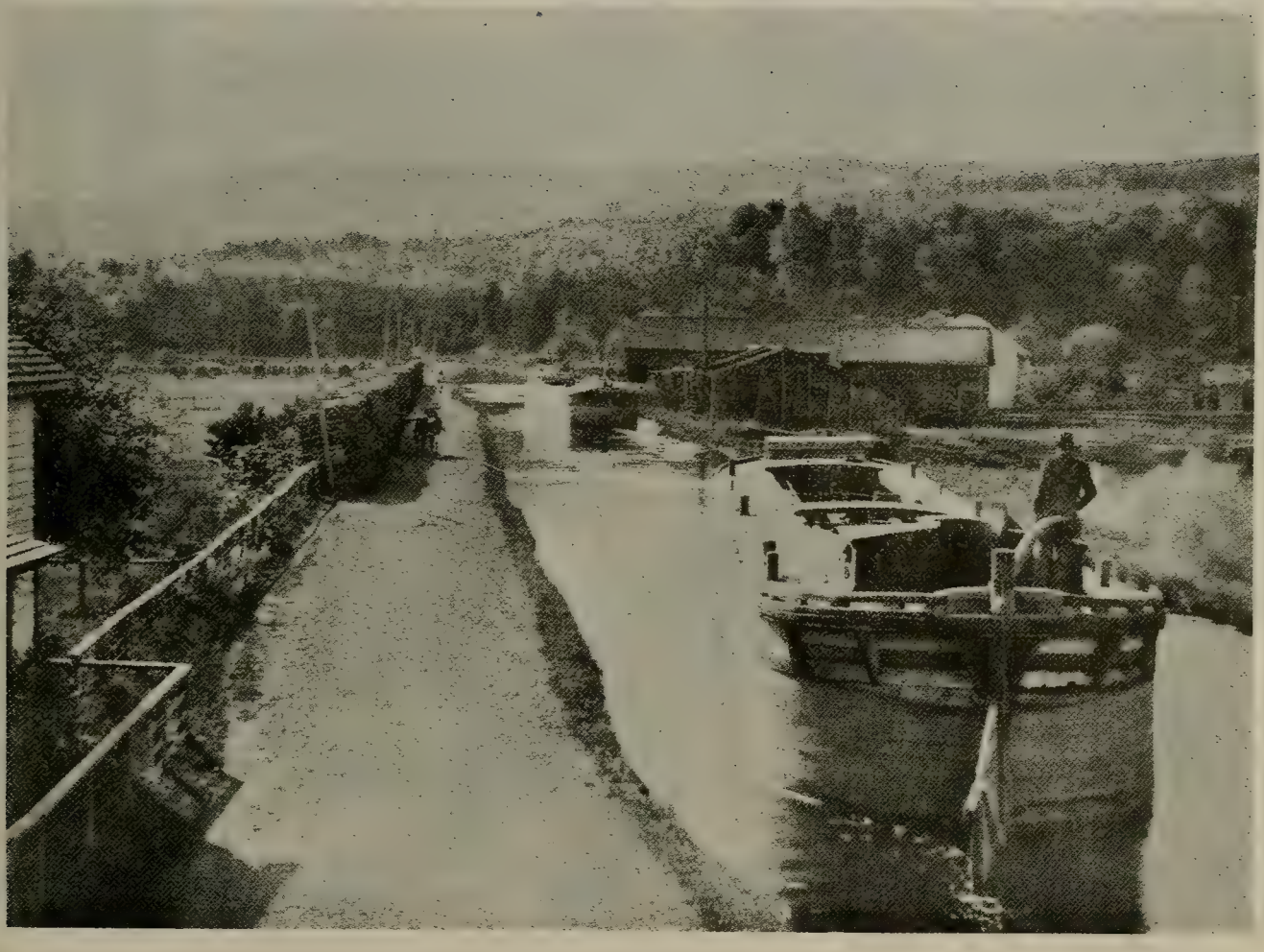
Delaware and Hudson canal built from Honesdale, Pennsylvania to Rondout, New York, via Hawley, Pa., Port Jervis, and Summitville, New York.

APRIL 28, 1899

New York Legislature authorizes abandonment of the Delaware and Hudson Canal.



An empty southbound D & H Canal boat approaches the lock at Godeffroid, New York, while a loaded boat is at the lower level in the planklined chamber. The drop-gate can be seen at the upstream end of the lock. (G. M. Boat collection)

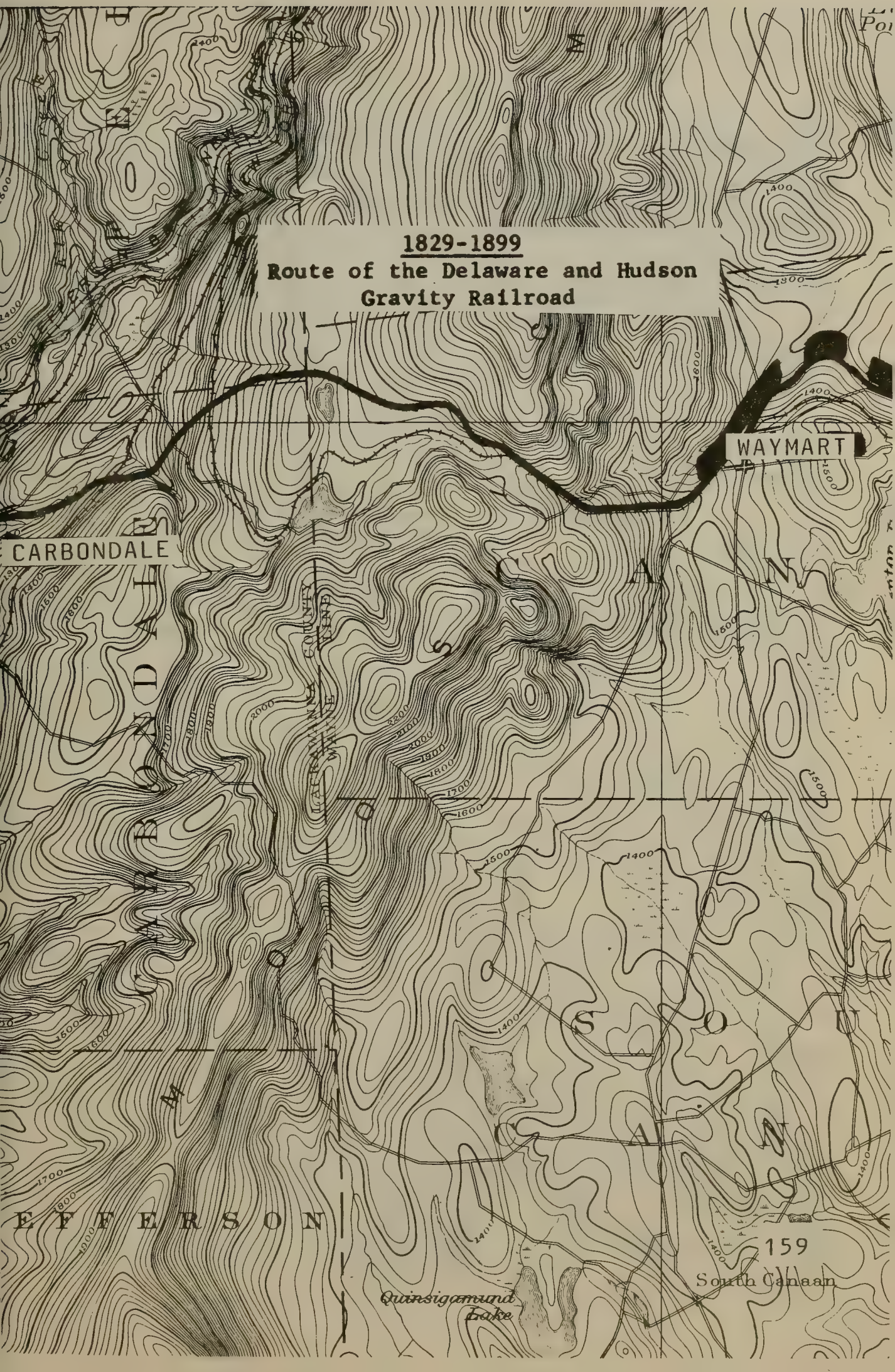


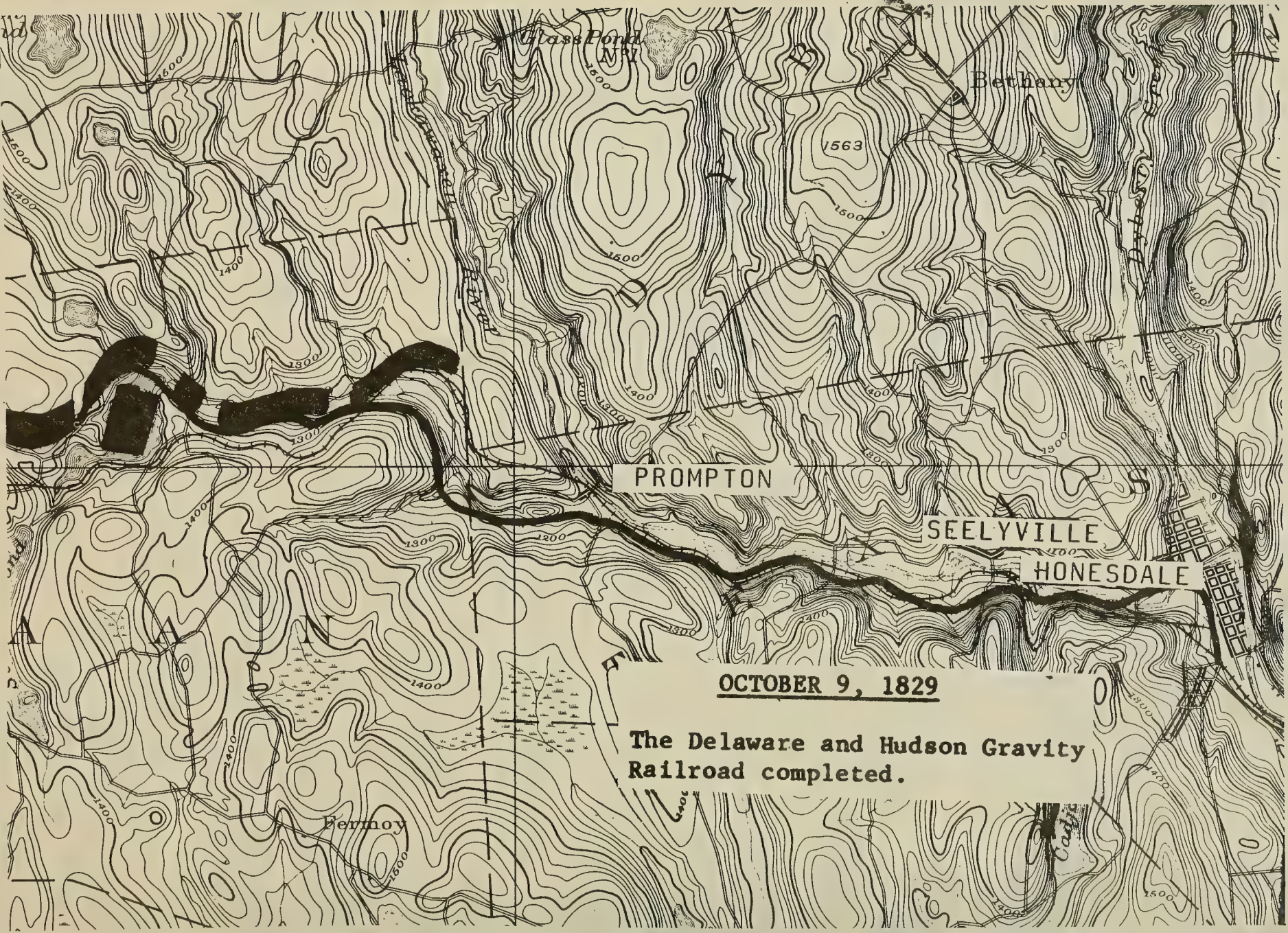
Unloaded D & H Canal coal boats headed south out of Wurtsboro, New York, toward Port Jervis, New York, and then west to Honesdale, Pennsylvania. (Al Gayer collection)

After President Hone resigned to become Mayor of New York in January of 1826, John Bolton, Treasurer of the company was elected as the second president of the Delaware and Hudson Canal Company. The most significant event of President Bolton's first year, 1826, was the authorization by the Pennsylvania Legislature on April 5, 1826, to build a railroad from the coal beds at Carbondale over the Moosic Mountains to Honesdale. Originally the canal was to go all the way to the mines, but studies revealed it to be too costly and impractical to build a canal over a 1200-foot mountain.

Although work was feverishly underway to build the gravity railroad from the head of the canal at Honesdale over the mountains, it was not finished until October of 1829. In the meantime, it was necessary to haul small amounts of coal over torturous wagon roads and through Rix's Gap to the canal boats for that historic voyage to Rondout, New York, the Hudson River loading and distribution terminal of the D & H canal. Here larger vessels were loaded with coal for Boston, Providence, and other coastal ports. Sometimes the same boats that brought the coal to Rondout would continue their journey to other destination points along the Hudson and then on to New York City.

It was on December 5, 1828, that the first cargo boats reached Rondout, and the great celebration was on. When the gravity railroad became operational on October 8th, 1829, coal rolled over the mountain and down the hill into Honesdale in ever increasing amounts. The transportation of cargo and coal from Carbondale to Tidewater was now a reality.


1829-1899
Route of the Delaware and Hudson
Gravity Railroad
WAYMART
CARBONDALE
LACKAWANNA COUNTY
WAYNE LINE
EFFERSON
Quinsigamund
Lake
South Canaan
159


Glass Pond
Bethany
1563
PROMPTON
SEELYVILLE
HONESDALE
Vermoy
OCTOBER 9, 1829
The Delaware and Hudson Gravity Railroad completed.

BOATMEN WANTED

ON THE

Delaware and Hudson Canal

FOR 1850.

The Company are now building several hundred Boats, which they will sell to temperate, industrious men, on favorable terms; to be employed in freighting coal from Honesdale to Rondout. The boats are built to carry 125 tons: the cargo for this year, however, will be only about 95 tons.

The terms will be $1400 purchase money for the Boat—$50 of which must be paid in cash, or good security given for its payment on or before the 1st day of August next. The balance of the purchase money will be received by installments of $18 per trip out of the freight of the boat.

The rate of freight for the present year will be as follows: For a trip made in 10 days, at the rate of 85 cents per ton. For 11 days trips 82 cents per ton; and if over 11 days at the rate of 80 cents per ton. Out of each cargo $3 will be retained until the end of the season. The balance of the freight will be paid in cash at the end of each trip. The expenses of unloading will not exceed 5 cents per ton.

The Canal is 108 miles long—the Locks are tended both day and night—and trips can be made in ten days without a change of horses.

The company engage to supply the freight and full employment for the Boats from the opening of Canal to the close of navigation. When boats are required to discharge at New York, the Company's Steamboats will tow them without charge, and an additional rate of freight will be paid, fully equal to the above rates.

The Company are also building a number of *Scows*, which they will sell at $700 each, on the same terms of payment as the boats, except that the installments will be only $13 per trip.

Apply at the Delaware & Hudson Canal office 31 Wall street, New York; at the Rondout and Honesdale offices; or at any of the Collectors' offices on the Canal; or Wm. Hathaway, Exchange Hotel, Syracuse.

MAURICE WURTS
Prest. Pro. Tem.

Delaware and Hudson Canal Office,
New York, Jan. 18th, 1850. } [26-3m

President Bolton resigned from the company in April of 1831, and John Wurts, a brother of Maurice and William Wurts, became the company's third president on April 13, 1831. In June of 1831, the first underground coal mine was opened near seventh street in Carbondale, Pennsylvania. Carbondale was chartered as a city twenty years later. By 1841, the demand for coal was growing, and the need for expanding the canal's facilities were badly needed so that the boats could carry their full load capacity of 30 tons. For several years now the boats were hauling only 10-ton loads in order to máintain the four-foot dept limit of the canal. So to meet the increasing market demands for coal, canal improvements were started, and by 1844, the canal enlargements and lock changes were completed. By 1845, boat loads of 40 tons were allowed. The savings and economy was so outstanding through these changes, that further improvements were immediately considered.

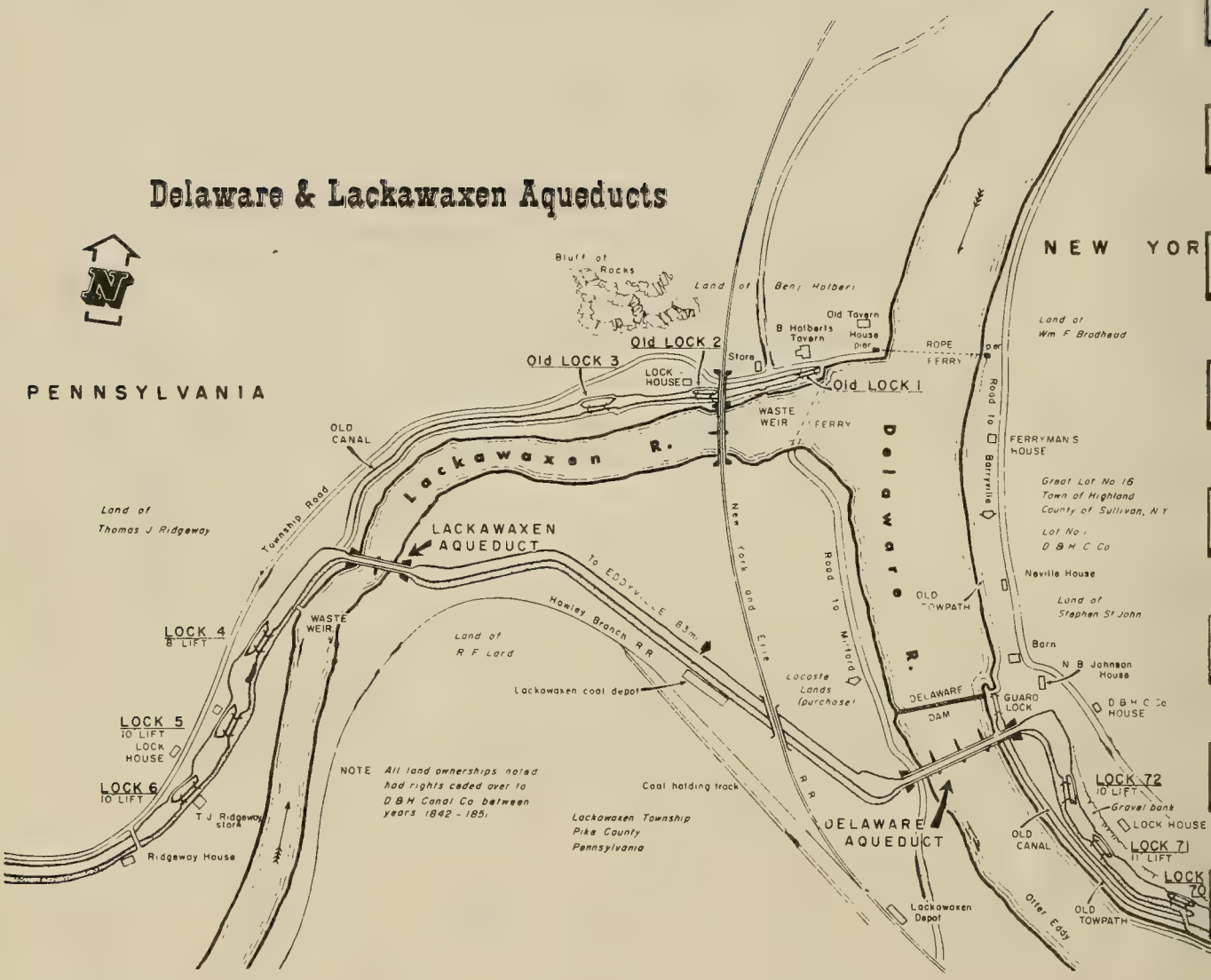
By 1845, further canal improvements allowed cargo loads of 50 tons and coal sales continued to keep pace with canal improvements. By 1851, the company built an adequate over the Delaware River, and one over the Lackawaxen River.

The Lackawaxen aqueduct was 228 feet long, and had two spans. Later two more aqueducts were built, one across the Neversink River near Cuddebackville, New York, and the other over the Rondout Creek at High Falls, New York. All aqueducts were in service for the 1851 season. Even after the canal was closed in 1898, the Delaware aqueduct remained in service as a toll bridge. For 25 cents, one can drive over this century old and historic suspension bridge. During 1851, over 603,000 tons of D & H coal and some 316,000 tons of coal from the Wyoming Coal Association (later the Pennsylvania Coal Company) was shipped to Rondout. These

increased coal shipments were definitely the results of the company's improvement programs which proved both gradifying and profitable as well. By 1856, over a 1,000,000 tons of coal was transported through the canal with about half of this amount originating at Hawley.

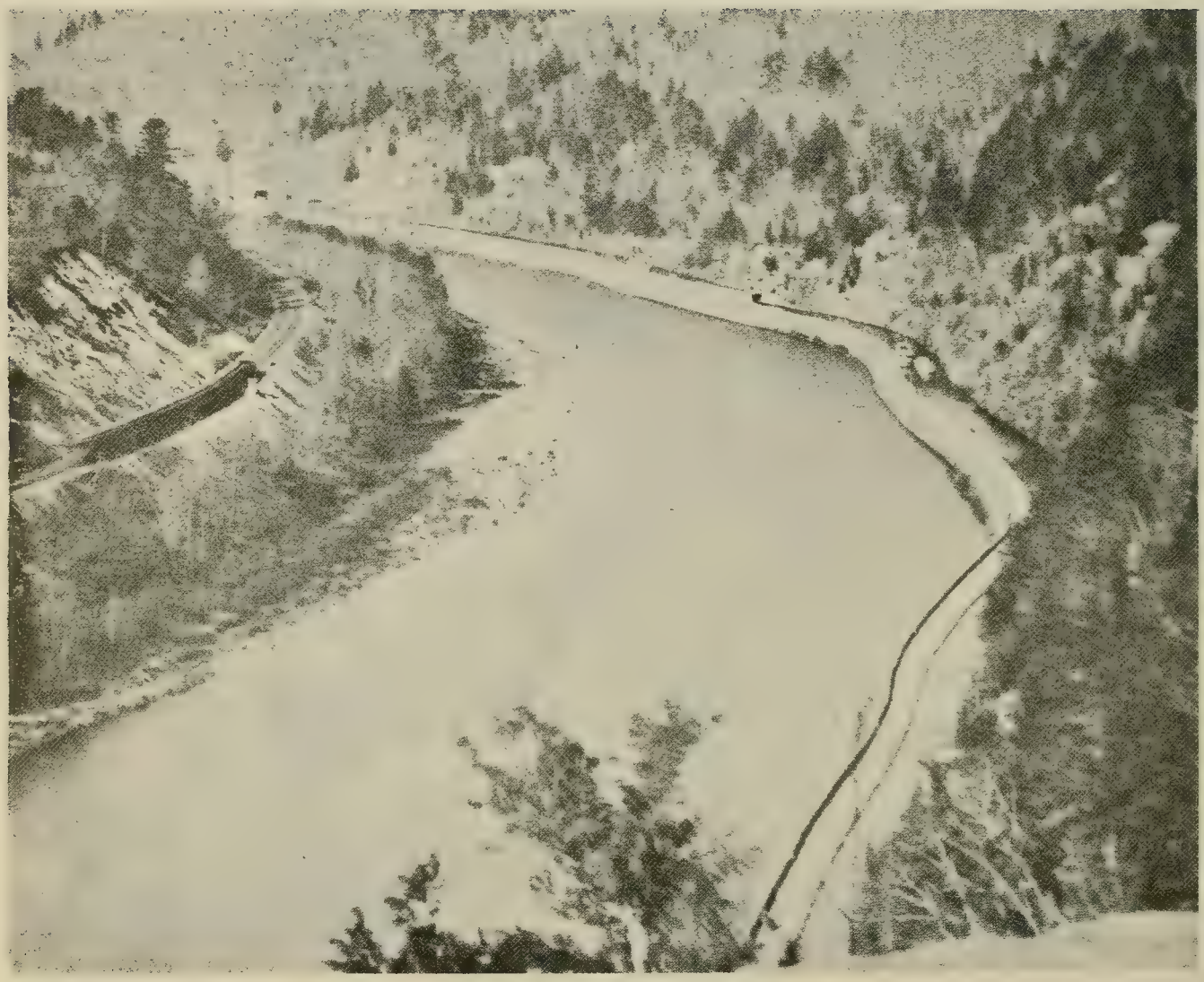
From 1856 until the canal ceased operations in November 1898 (abandoned February 1899), the D & H Canal Company served a most productive service to all types of customers hundreds of miles away. But progress in transportation facilities continued to grow, and during the early 1860's, plans were developed by the Pennsylvania Company, a competitive company of the D & H, to build a railroad, along the south bank of the Lackawaxen River, from the Erie's main line at Lackawaxen up the valley (West) to Hawley.

Their railroad was completed early in 1863, and before Christmas of 1863, the first coal train left Hawley for Lackawaxen. A new era in transportation of coal had begun. The fact that a railroad could operate all year long and deliver coal directly to its destination was now the prime interest and concern of the D & H Company managers. Although canal service was still a productive and serviceable business, the managers of the D & H could foresee the end of this great canal business. The days of departing Honesdale on Monday and arriving at Rondout and Tidewater on Saturday were now destined to come to a close.

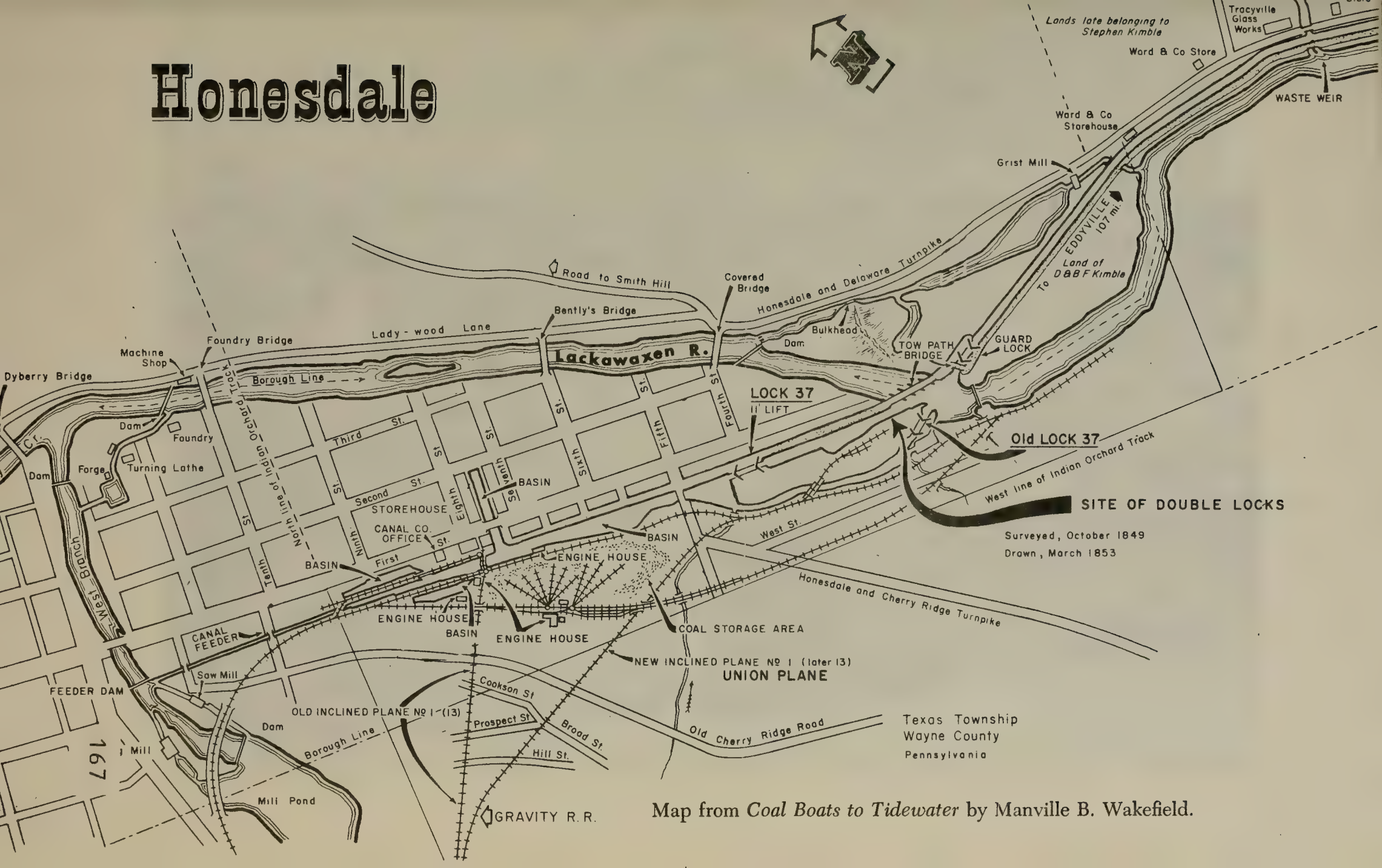


Map From Coal Boats
To Tidewater
By
Manville B. Wakefield

Lackawaxen, Pennsylvania
And
The Delaware And Hudson Aqueduct
1899
D & H Collection

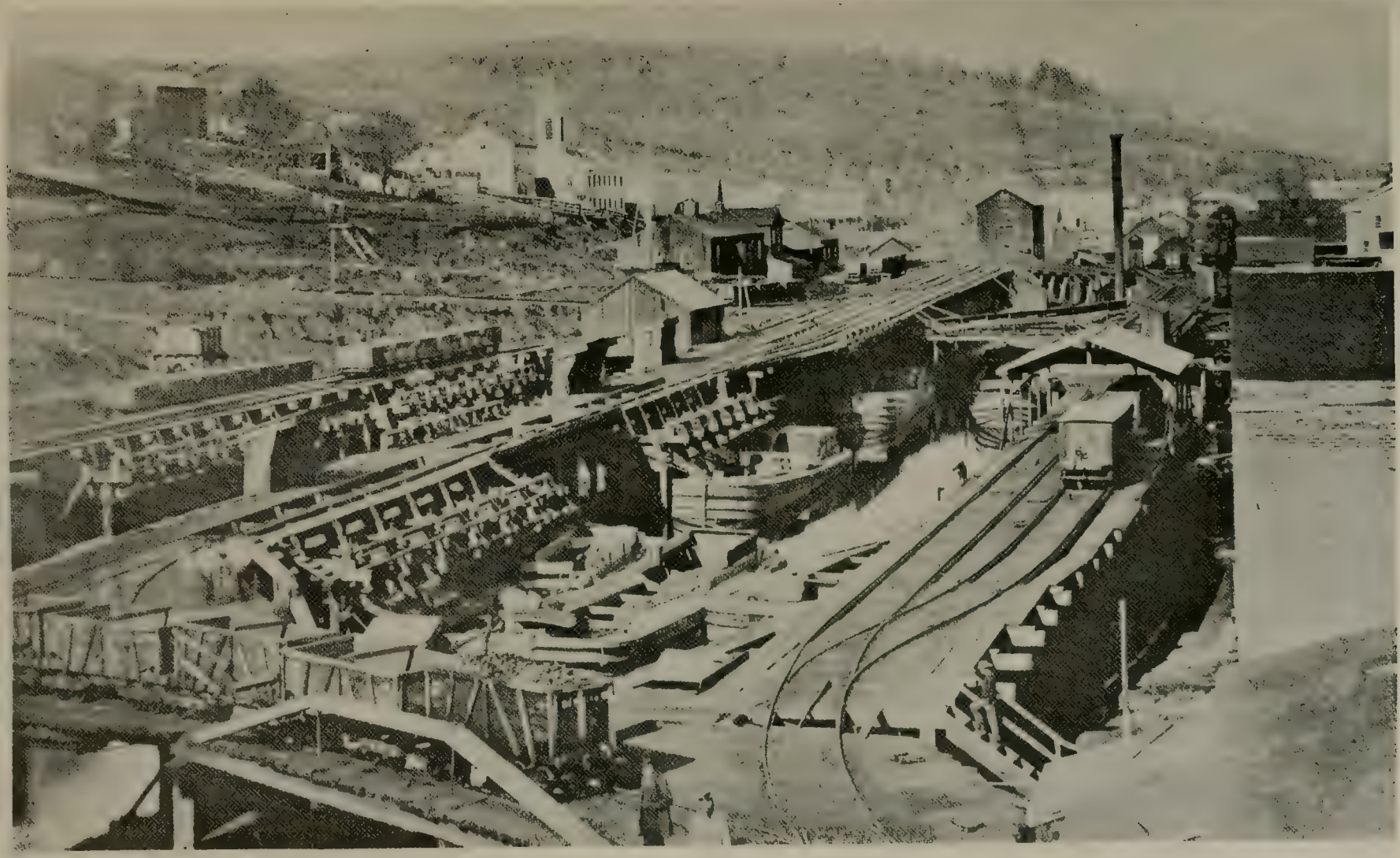


A light D & H Canal boat, commanded by Captain Horace B. Schoonmaker, waits to enter lock No. 71, one of three needed to raise the boats to the level of the Delaware Aqueduct. Lock No. 72 is in the distance. A westbound Erie train approaching the Lackawaxen depot is shown on the west bank of the Delaware River. (G. M. Best collection)

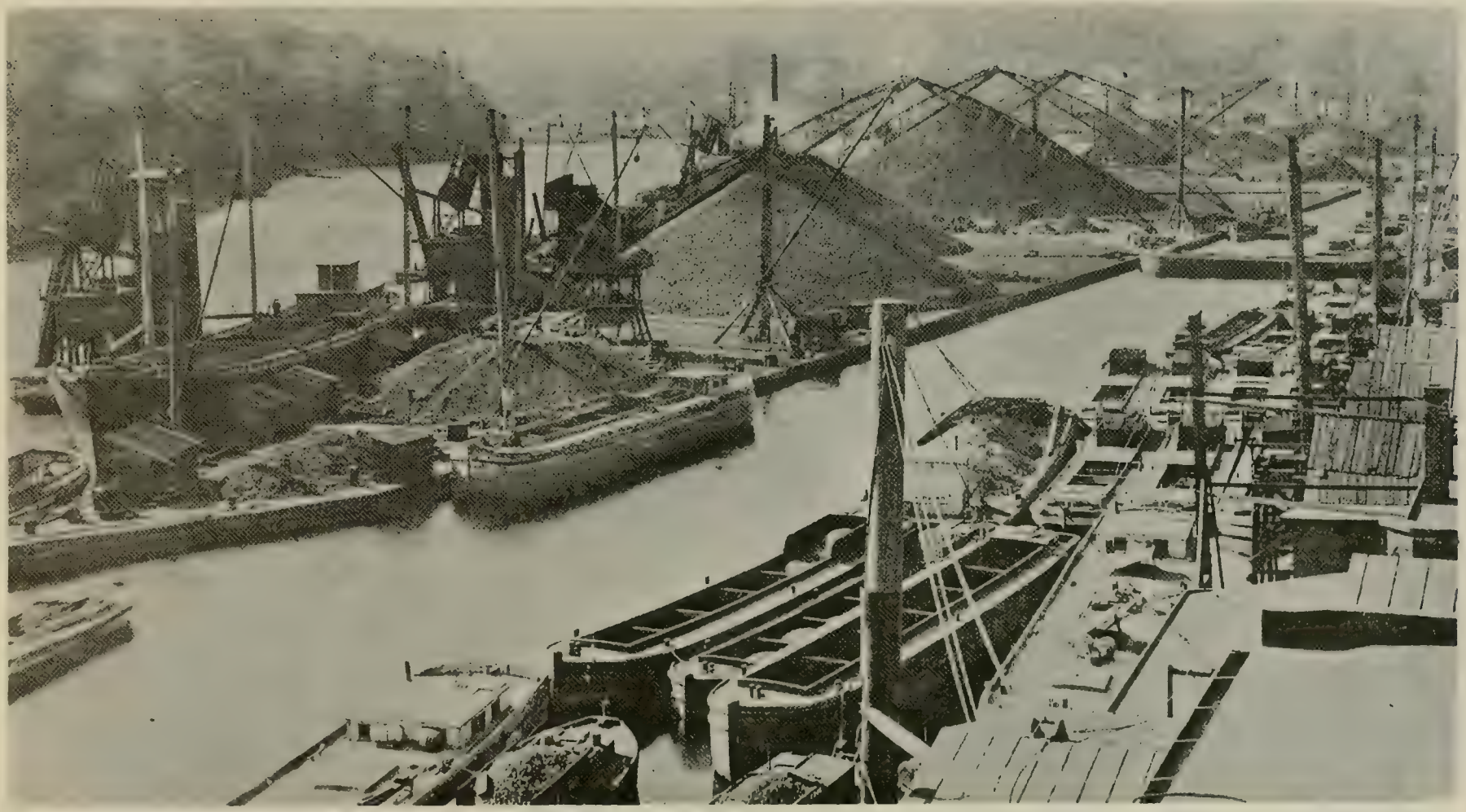


Map from *Coal Boats to Tidewater* by Manville B. Wakefield.

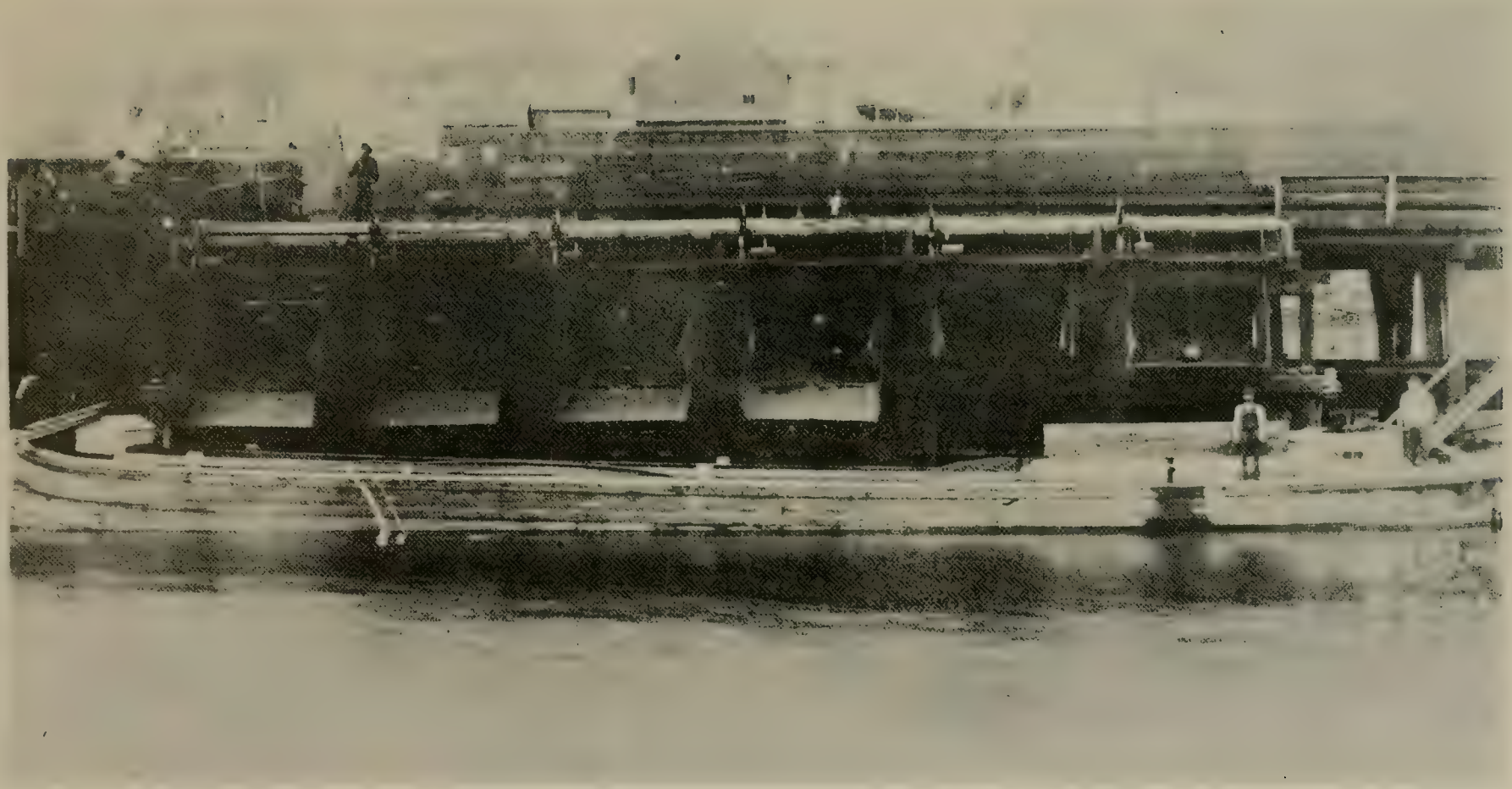
Honesdale, looking southwest, from across the Lackawaxen River. Incline plane 13 (old and new) are apparent going up the hill. (D & H collection)



An early view of the Delaware and Hudson Canal Company's Honesdale upper boat basin, looking southeast. Shown on the left are boat slips and unloading tracks. (D & H collection)



Rondout Creek terminal of the Delaware and Hudson Canal Company (Rondout is a suburb of Kingston, New York). (D & H collection)



The last D & H canal boat to be loaded with coal at Honesdale, Pennsylvania, No. 1107, Captain Hensberger. She started her six-day, 108 mile trip to Rondout, New York, on November 5, 1898, ending an era that will never be forgotten. (Manville B. Wakefield collection)

The Delaware and Hudson Canal Company was a world unto itself, historically, technically, economically and socially. It left more than a weed-filled scar across the land when its era passed. Maurice Wurts who died on December 29, 1854, had seen over a million tons of coal go down the valley in one season from his beloved Pennsylvania hills--for him a dream of great magnitude had come true.

As early as 1826, the managers of the D & H Canal Company were considering a proposal by John B. Jervis that a railroad be built to transport their coal from Carbondale up the Moosic Mountain and down the other side to their canal boats at Honesdale. The Moosic Mountains are not in themselves an impressive range of hills, but the route east from Carbondale required an ascent of some 950 feet within the first four miles in order to reach the crest at Rix's Gap. It was a similar descent down the far side of the mountain to the canal basin in Honesdale, which was 20 feet lower than the elevation of the mines at Carbondale.

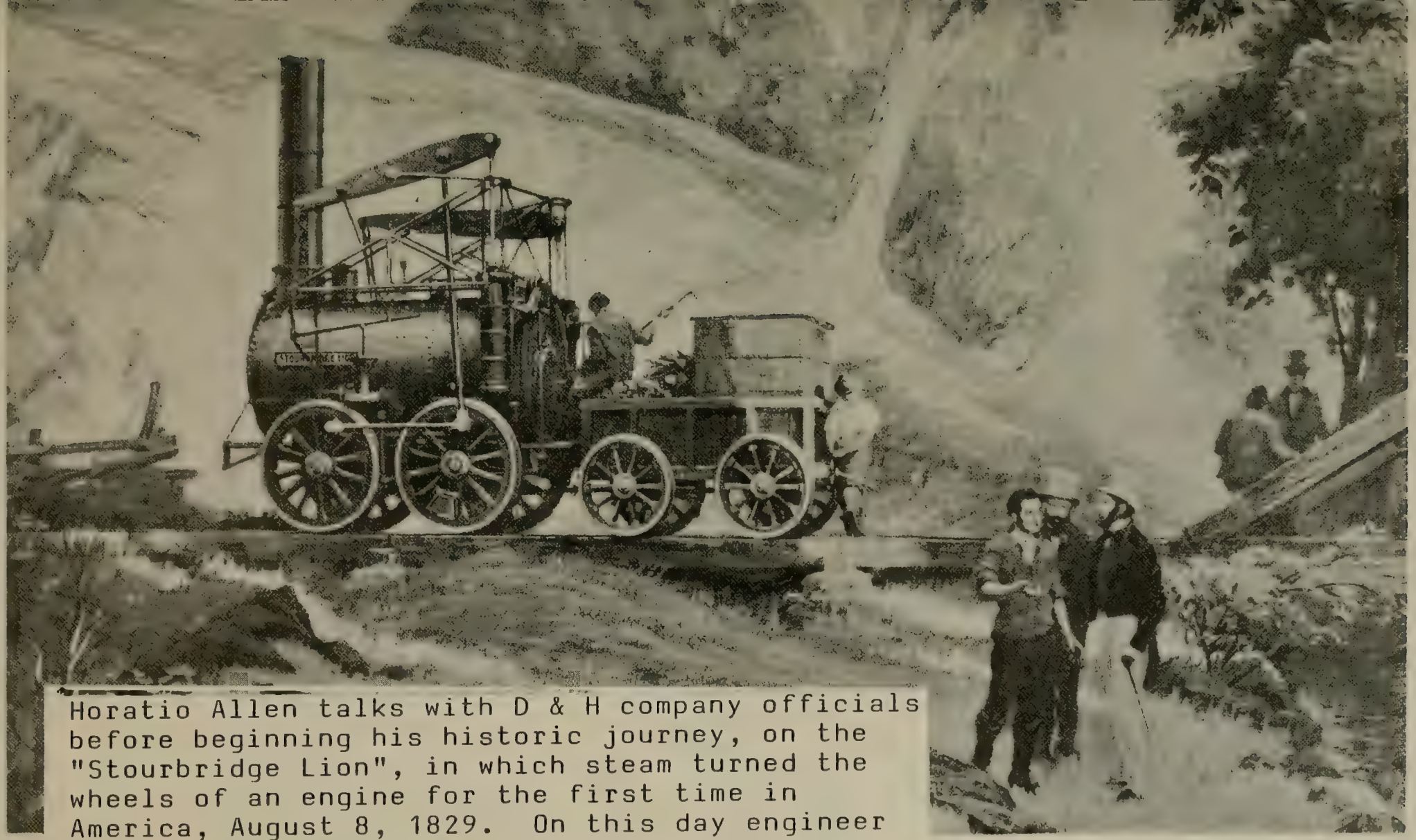
In the report by Jervis to the D & H managers on October 24th, 1827, he outlined a plan that consisted of five inclined planes up the west side of the mountains and three descending inclines connected by three slightly sloping stretches, called levels, between the summit and the canal basin on the east side of the divide. Stationary steam engines would haul the cars up each of the ascending planes and a mechanical breaking mechanism would lower the cars down the descending planes on the other side. On the relatively level stretches between the descending planes, Jervis proposed using steam locomotives as a motive power.

Jervis' plan was without precedent and a bold step forward, but the managers liked it, and he was authorized to start construction in the fall of 1827, and to complete the job as soon as possible. Soon after Jervis' plan was accepted, a young associate, 25-year old Horatio Allen, was chosen to go to England and contract for the building of some locomotive engines, and to secure some strap iron rails to reinforce and strengthen the wooden rails and to serve as a waring surface for the locomotive wheels.

Horatio Allen arrived in England early in February of 1828 and shortly after on February 15th he met George Stephenson the builder of the "Rocket", the first successful steam locomotive.

About five months later, Allen advised the D & H managers in America that he had contracted with the Robert Stephenson and Company of Newcastle, Staffs Co. England, for the building of one locomotive on the same plan as the "Rocket", and that he had also contracted with the Foster Rastrick and Company of Stourbridge, Worcs Co. England for the building of three other locomotives designed on a somewhat different plan. When the locomotives were built, the Stephenson Company locomotive was named

"America." The three locomotives built by Foster Rastrick and Company were named the "Delaware", the "Hudson", and the Stourbridge Lion." Before Allen left England he visited two railroads that had been in service since 1814--the Liverpool and Manchester railroad, and the Stockton and Darlington railroad. Here he observed their equipment to see how well it functioned. The famed "Stourbridge Lion" arrived in Gotham, New York, on May 13, 1829, was set up on blocks for inspection at Kimble's Works of the West Point Foundry Company on Beach Street, New York City (New York City is popularly called Gotham after a legendary English village whose inhabitants were noted for their foolishness. This name was humorously given to the city by Washington Irving because so many wisecrackers--persons pretending to have knowledge lived there in his time. Today New York City can boast as large a proportion of cultured and talented people as any city. New York City is now the money capital of the world.) The "Stourbridge Lion" was demonstrated under steam on May 28th, the day after the "America's" first trail. Thus, the dawning age of steam locomotion was now a reality, and the era of steam engines had begun. On July 3rd after the New York demonstrations, the locomotives were shipped to Rondout, New York, and thence later to Honesdale, Pennsylvania. When the "Lion" arrived in Honesdale on July 24, 1829, Horatio Allen was on hand to meet this great little engine. It was August 8th when Allen climbed on the "Lion" and opened the throttle to make his first historic trip along the canal basin across the Lackawaxen River to Seeleyville some three miles away, and then returned to Honesdale. This was the first locomotive ever to run on rails in America.



Horatio Allen talks with D & H company officials before beginning his historic journey, on the "Stourbridge Lion", in which steam turned the wheels of an engine for the first time in America, August 8, 1829. On this day engineer Allen and the "Lion" traveled from Honesdale, Pennsylvania, to Seelyville and return. (D & H collection)

The "Stourbridge Lion" made a second trial run on September 9th to observe its operation and its effect on the roadbed. It was painfully clear that considerable work had to be done to the roadbed at much expense to make the operati operations safe and practical, and thus the "Lion" was stored at Honesdale for the following twenty years. It was later taken to Carbondale where the boiler was used in the company's shops until about 1870. It was a sad end indeed for an engine whose puffs were heard around the world.

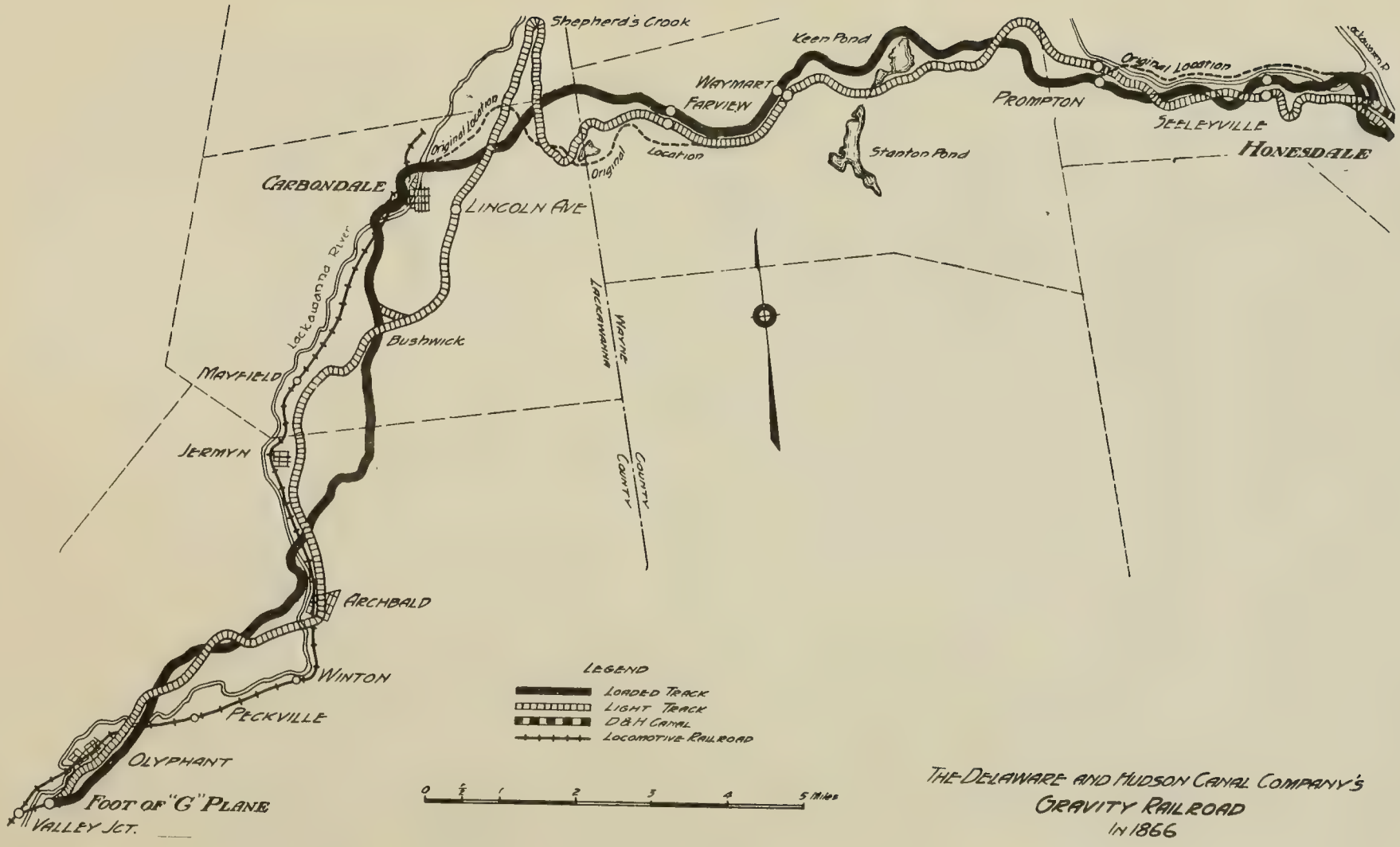
Jervis' gravity railroad in the meantime was nearing completion, and on October 9, 1829, the first load of anthracite coal was transported over the railroad between Carbondale and Honesdale. The wooden type cars used in the mines at that time weighed a ton, and when they were loaded with coal, they weighed three and one-half tons. Once the loaded cars were received outside the mines, they were hauled a short distance up an incline by horses. A single car of coal required the strength of a horse to pull it. When the cars reached the top of the incline, the horses were released and the cars rolled along by themselves, to the foot of the first gravity plane, some 2000 feet away. After the cars reached the steam-powered cable planes, it was easier going all the way to Honesdale.

On the west side of the Moosic mountain, (the Carbondale side) it required five steam-powered planes to reach the top at Rix's Gap. Starting from the foot of the first plane at Carbondale, loaded cars were pulled up the single tracked gravity railroad in groups of five cars.

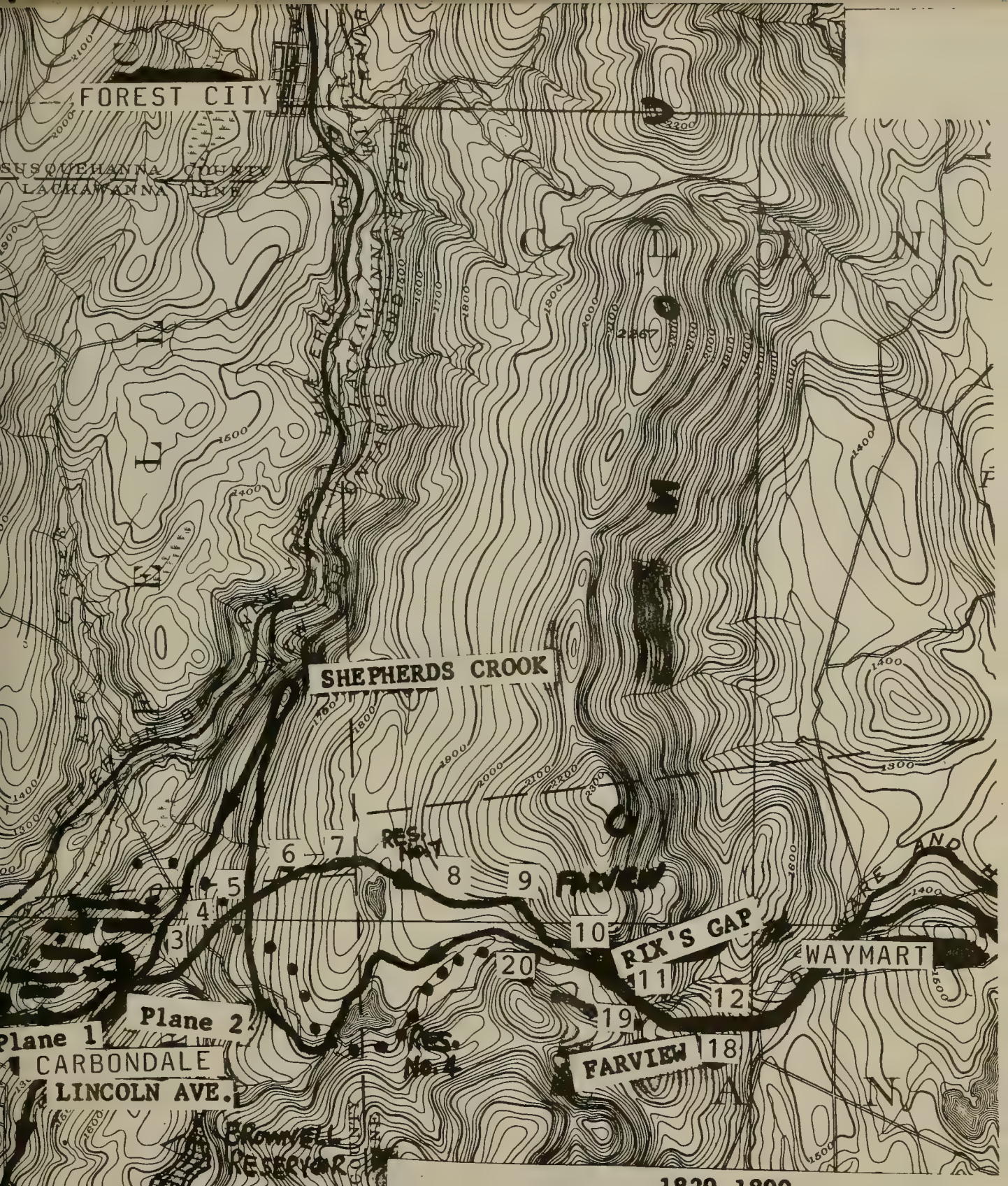
At the same time as the five loaded cars were being pulled up the plane, five empties were being lowered from the top of the plane. Both groups of cars passed each other at the middle of the plane, on double-passing tracks control controlled by automatic switches on each end.

On the east side of the mountain there were only three planes needed to lower the coal cars to the Honesdale terminal where the canal barges were waiting. The planes on this side of the mountain were controlled by gravity alo alone. The loaded cars were heavy enough to pull the empties up the plane, and breaking power was all that was needed to control the loaded cars on the way down. By 1834 the railroad and the canal was operating smoothly, and some 100,000 tons of anthracite coal was transported to market annually. By 1841 the D & H Company was marketing 200,000 tons of coal, and a strain on their facilities were beginning to show. By the end of 1841, the company started an improvement program of double tracking all of their planes on the west side of the Moosic mountain, and installing new and more powerful steam engines.

On the east side of the mountain, they improved and shortened their gravity railroads to speed up their operations, and in time, they increased their coal capacity to 350,000 tons annually. The most significant change in their improvement program was the construction of a "light track", an independent route from the basin at Honesdale to Waymart for empty cars.



The Delaware And Hudson
Gravity Railroad
1866

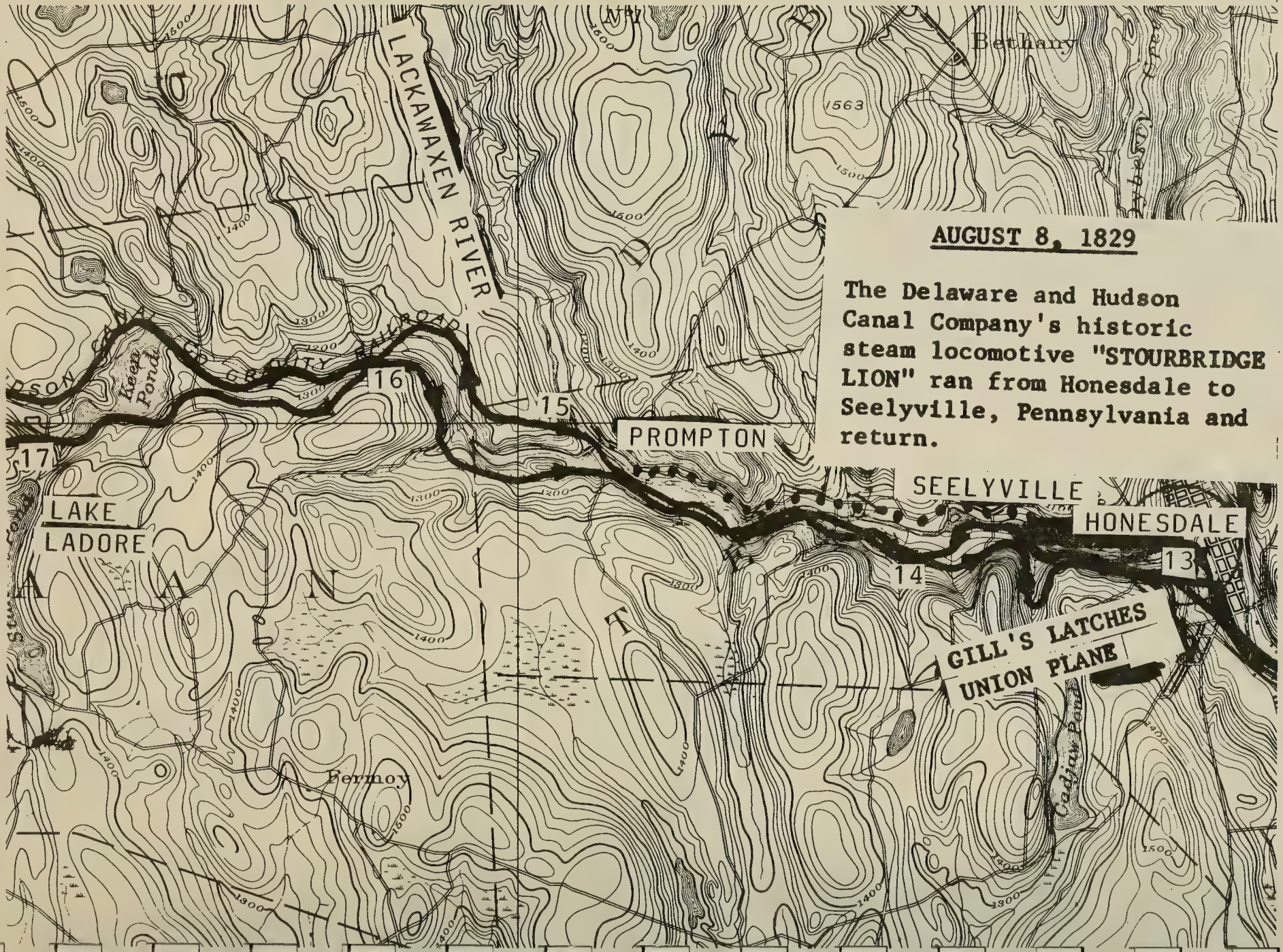


1829-1899

Route of the Delaware and Hudson Gravity Railroad

JANUARY 4, 1899

The Delaware and Hudson Gravity Railroad abandoned. The D & H Honesdale Branch as a regular steam road established.



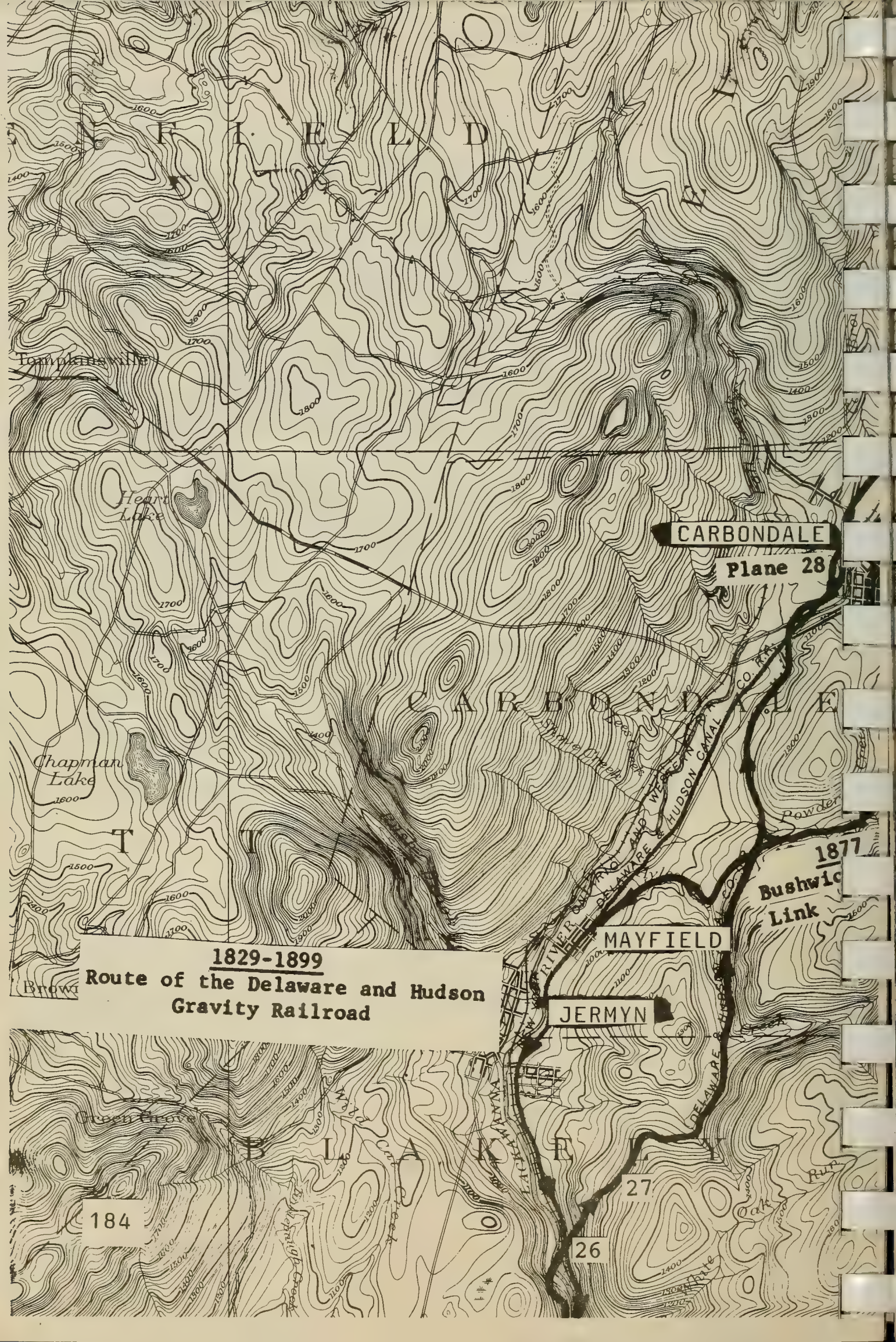
AUGUST 8, 1829

The Delaware and Hudson Canal Company's historic steam locomotive "STOURBRIDGE LION" ran from Honesdale to Seelyville, Pennsylvania and return.

Five D & H coal cars from Valley Junction ascend gravity plane 23 at Olyphant, on the way to Carbondale and Honesdale Valley Junction, located about two and a half miles north of Scranton, Pennsylvania, the sounth end terminal of the D & H's gravity railroad in 1858. (D & H collection)

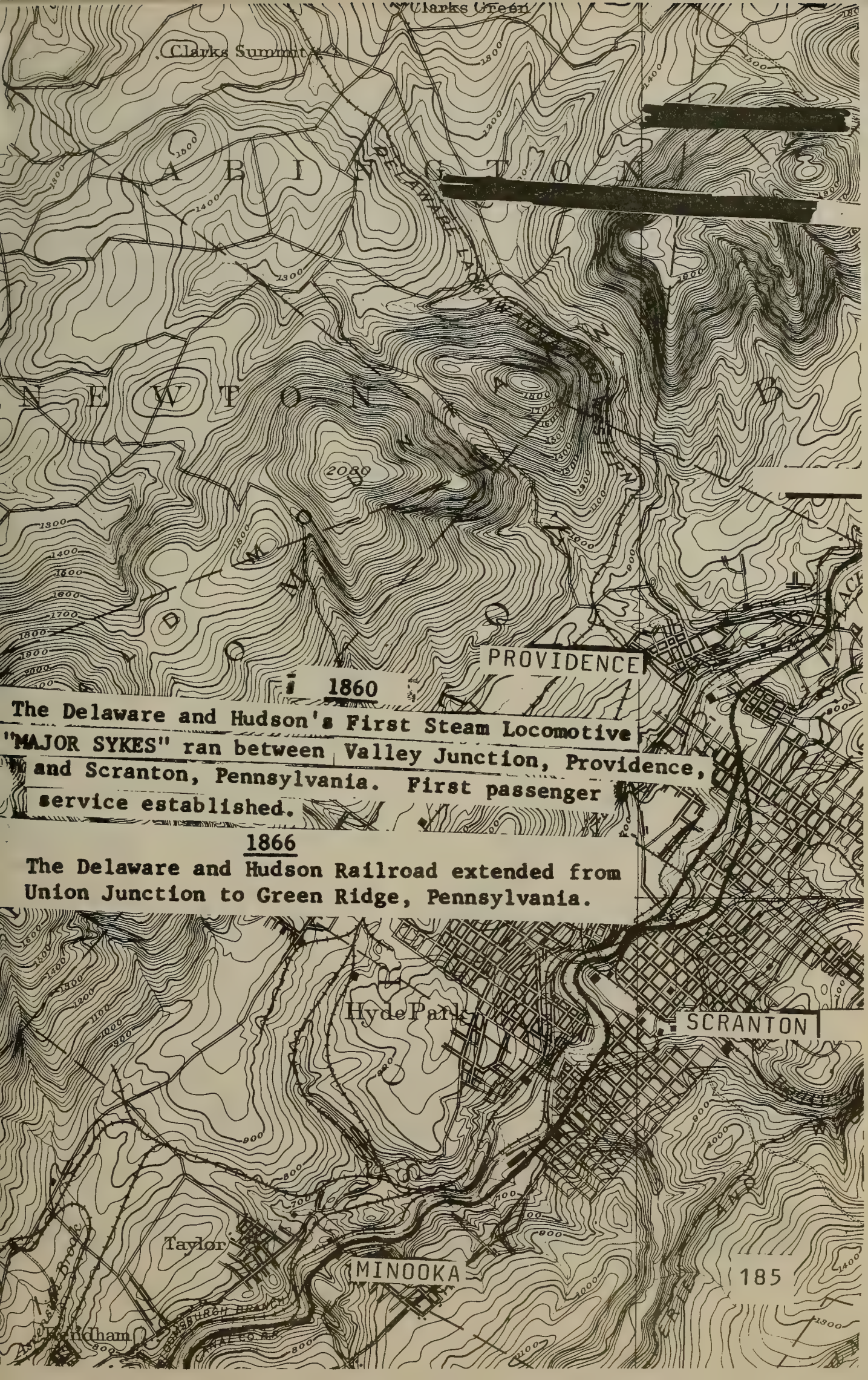
Double-tracked Plan No. 2, above Carbondale. Note the number of men it takes to push an empty coal car onto a side track in the center of the picture. (D & H collection)

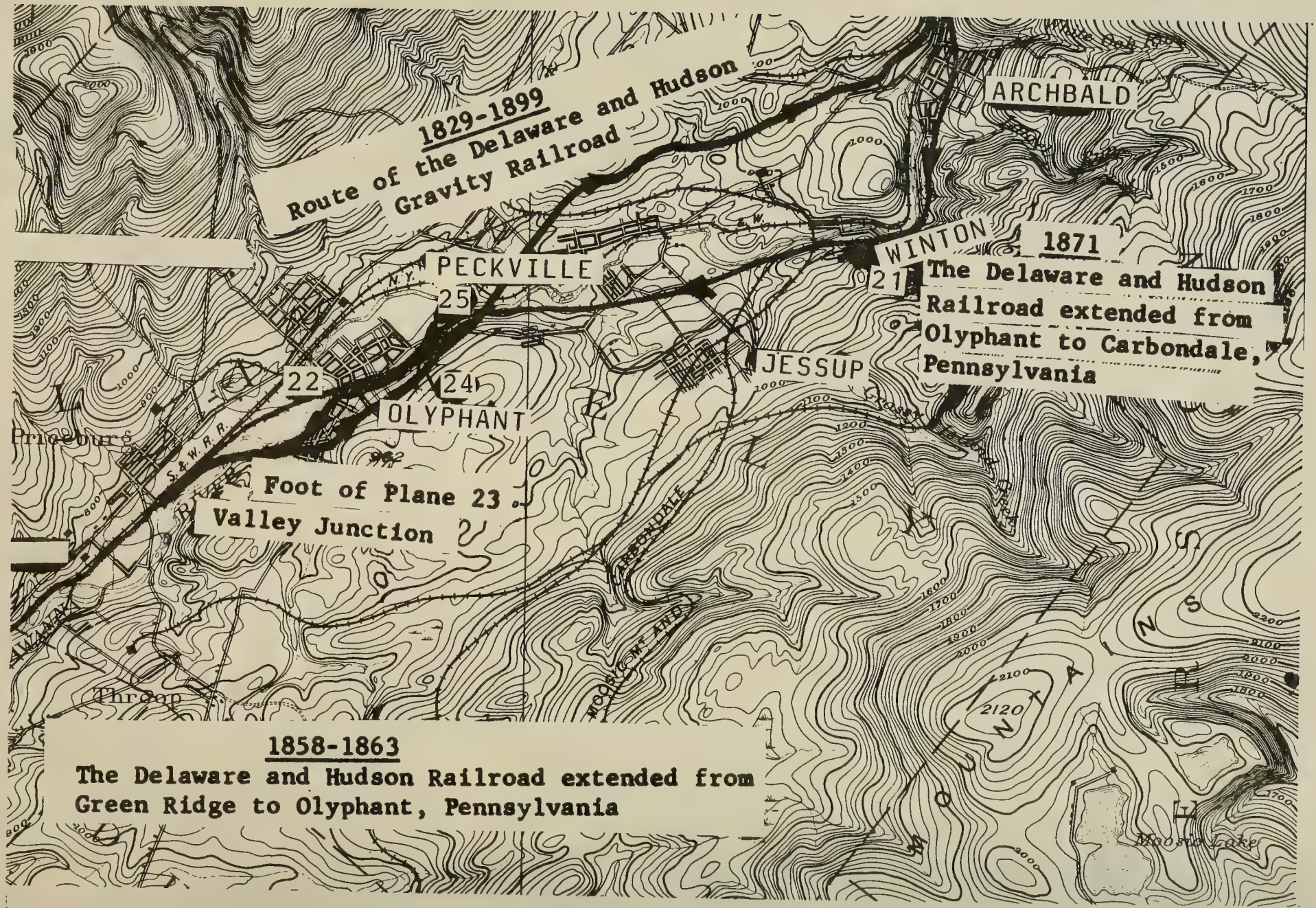
In 1843 the D & H Company extended its coal operations and gravity railroad south seven miles to their new mines at White Oak Run. They later called it Archbald in honor of their railroad engineer, James Archbald, an astute Scotchman and an earlier associate of John B. Jervis. Fifteen years later in 1858, the line was extended again, six more miles down the Lackawanna valley to Valley Junction below Archbald. In 1860 the D & H extended its operations four more miles south to Providence, a suburb of Scranton. This time the gravity principal was not used to move the cars between Valley Junction and Providence. Locomotive power was used. The first since the ill-fated trials of the Stourbridge Lion in 1829. Thus the use of locomotive power between Valley Junction and Providence constituted the beginning of what was eventually to become the Delaware and Hudson Railroad.

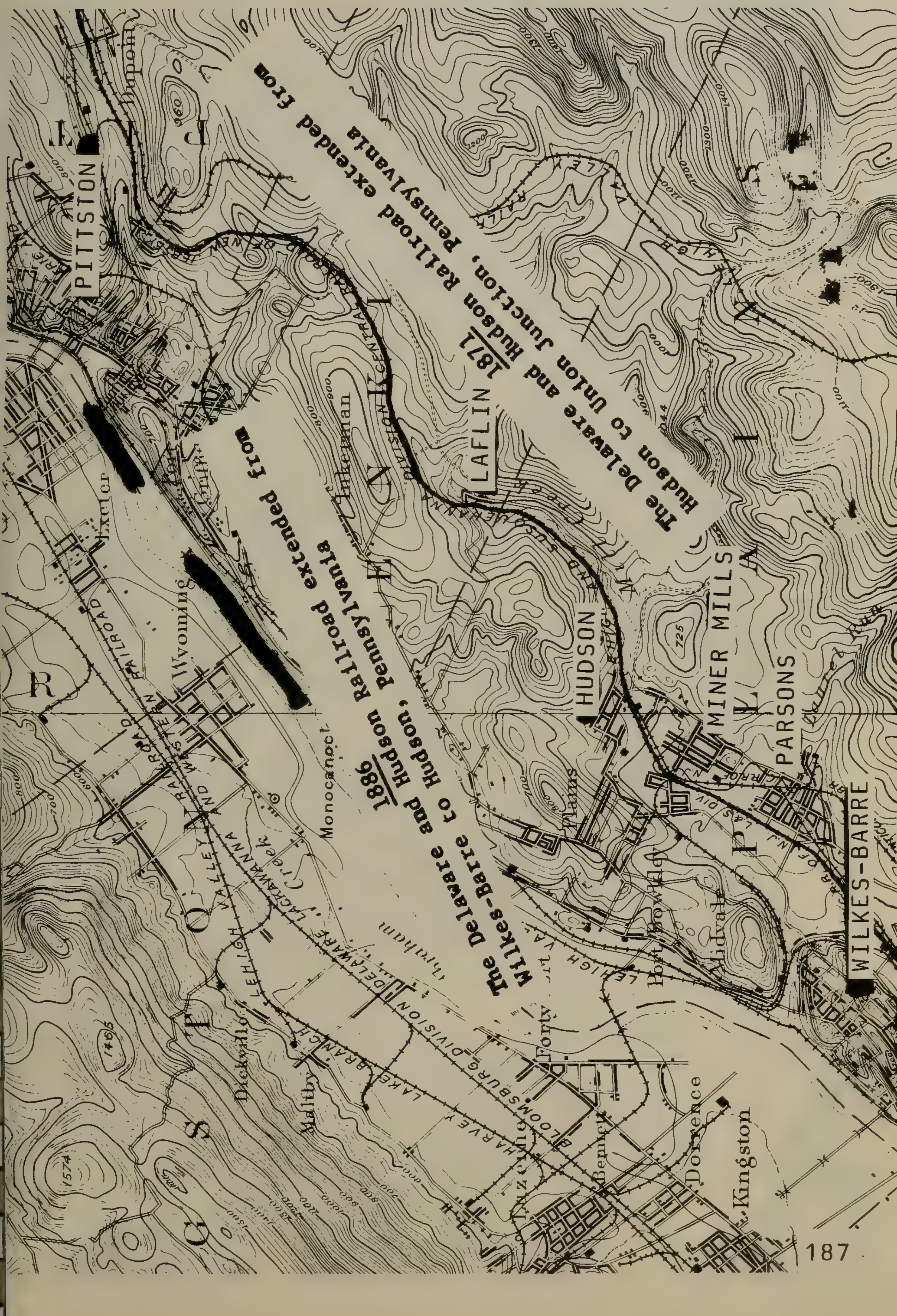


1829-1899

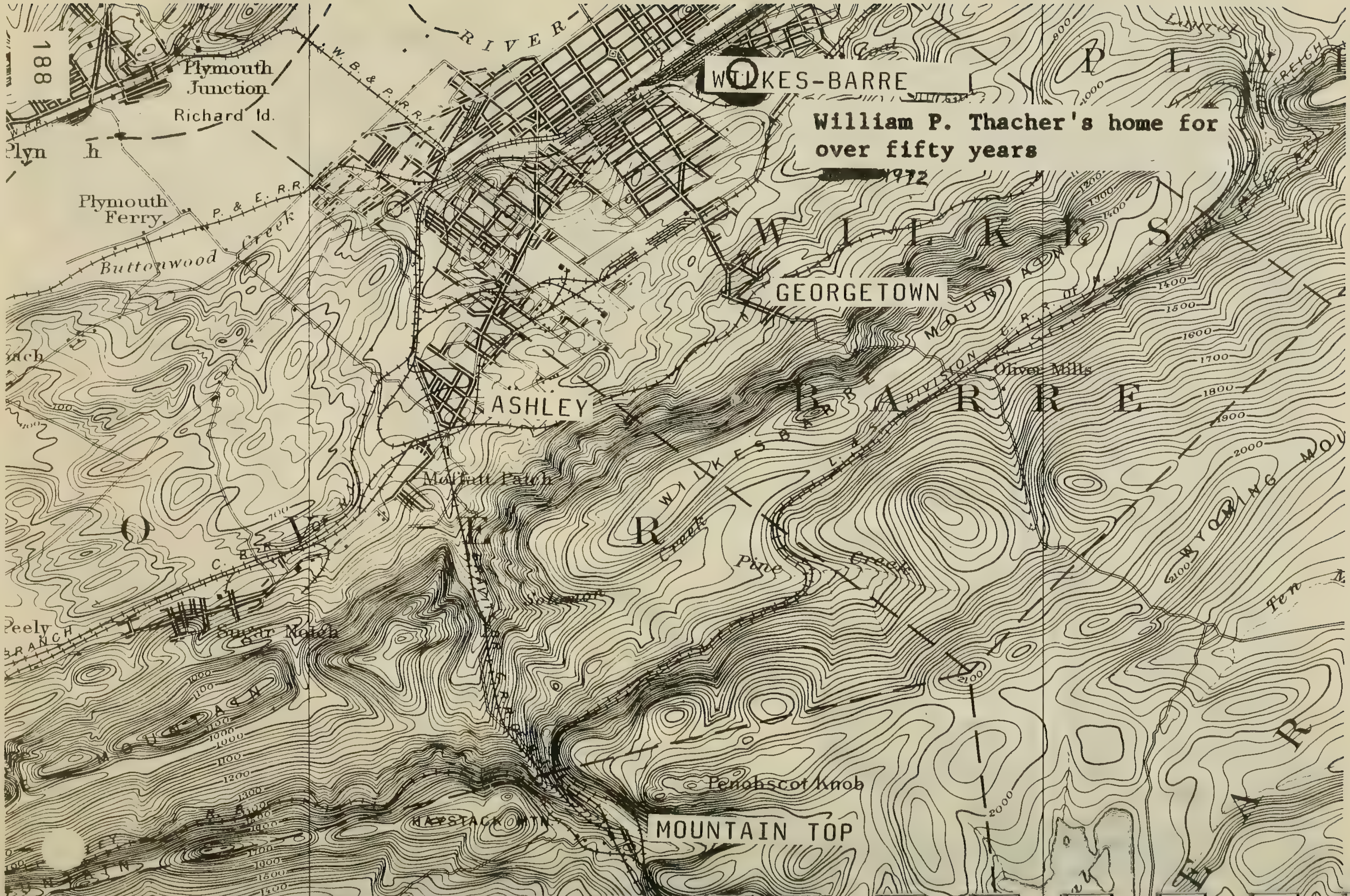
Route of the Delaware and Hudson Gravity Railroad


Clarks Summit
Clarks Green
ABINGTON
NEWTON
DUNMORE
PROVIDENCE
SCRANTON
Hyde Park
Taylor
MINOOKA
Jermyn
Archbald
Olyphant
Blakely
Peckville
Simpson
Winton
Throop
Dickson City
Fellows
Jessup
Moosic
Old Forge
Carbondale
Waverly
Glenburn
Dalton
Factoryville
Scott
Greenfield
Benton
Lenoxville
Lenox
Elkdale
Harford
Kingsley
Montrose
Bridgewater
Brooklyn
Susquehanna
Hallstead
Great Bend
Forest City
Vandling
Gouldsboro
Moscow
Elmhurst
Mayfield
Jermyn
Archbald
Olyphant
Blakely
Peckville
Simpson
Winton
Throop
Dickson City
Fellows
Jessup
Moosic
Old Forge
Carbondale
Waverly
Glenburn
Dalton
Factoryville
Scott
Greenfield
Benton
Lenoxville
Lenox
Elkdale
Harford
Kingsley
Montrose
Bridgewater
Brooklyn
Susquehanna
Hallstead
Great Bend
Forest City
Vandling
Gouldsboro
Moscow
Elmhurst
Mayfield
DELAWARE, LACKAWANNA & WESTERN RR
DELAWARE & HUDSON CANAL CO.
LACKAWANNA RIVER
LEHIGH RIVER
Ash Brook
Brook
2080
1860
The Delaware and Hudson's First Steam Locomotive "MAJOR SYKES" ran between Valley Junction, Providence, and Scranton, Pennsylvania. First passenger service established.
1866
The Delaware and Hudson Railroad extended from Union Junction to Green Ridge, Pennsylvania.
185


1829-1899
Route of the Delaware and Hudson Gravity Railroad
ARCHBALD
WINTON
1871
The Delaware and Hudson Railroad extended from Olyphant to Carbondale, Pennsylvania
PECKVILLE
JESSUP
OLYPHANT
Foot of Plane 23
Valley Junction
Throop
Moosic Mts.
Moosic Lake
1858-1863
The Delaware and Hudson Railroad extended from Green Ridge to Olyphant, Pennsylvania

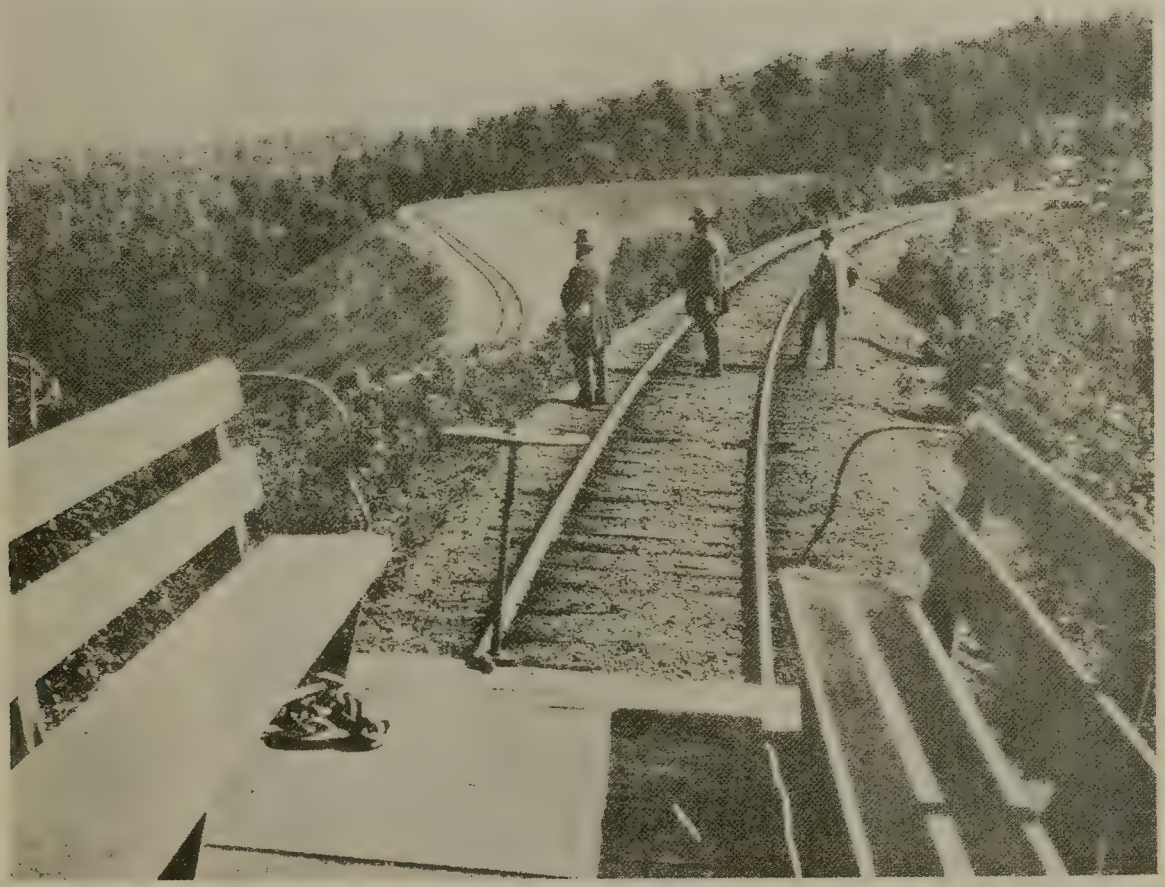


1871
The Delaware and Hudson Railroad extended from
Hudson to Union Junction, Pennsylvania
1886
The Delaware and Hudson Railroad extended from
Wilkes-Barre to Hudson, Pennsylvania
PITTSTON
LAFLIN
HUDSON
MINER MILLS
PARSONS
WILKES-BARRE
Exeter
Wyoming
Dupont
Inkerman
Monocanock
Plains
Midvale
Dickson
Maltby
Forty Fort
Dorrance
Kingston
Bennett
Luzerne
LEHIGH VALLEY RAILROAD
DELAWARE LACKAWANNA AND WESTERN RAILROAD
BLOOMSBURG DIVISION
HARVEY LAKE BRANCH


WILKES-BARRE
William P. Thacher's home for
over fifty years
[redacted]1972
GEORGETOWN
ASHLEY
MOUNTAIN TOP
Plymouth Junction
Richard Id.
Plymouth Ferry
Buttonwood Creek
P. & E. R.R.
W. B. & P. R.R.
RIVER
Oliver Mills
Moffatt Patch
Sugar Notch
Penobscot Knob
HAYSTACK MTN
Pine Creek
WILKES BARRE

The last changes to the historic and memorable gravity railroads were made in the year 1866 on the eastern slopes of the Moosic mountain. After that the railroad remained essentially the same until its abandonment in February of 1899, when the canal was also shut down. The era of locomotive power was now beginning.

During the summer of 1860 passenger service was first inaugurated, and the first passengers rode in small open cars having a single bench on each side.

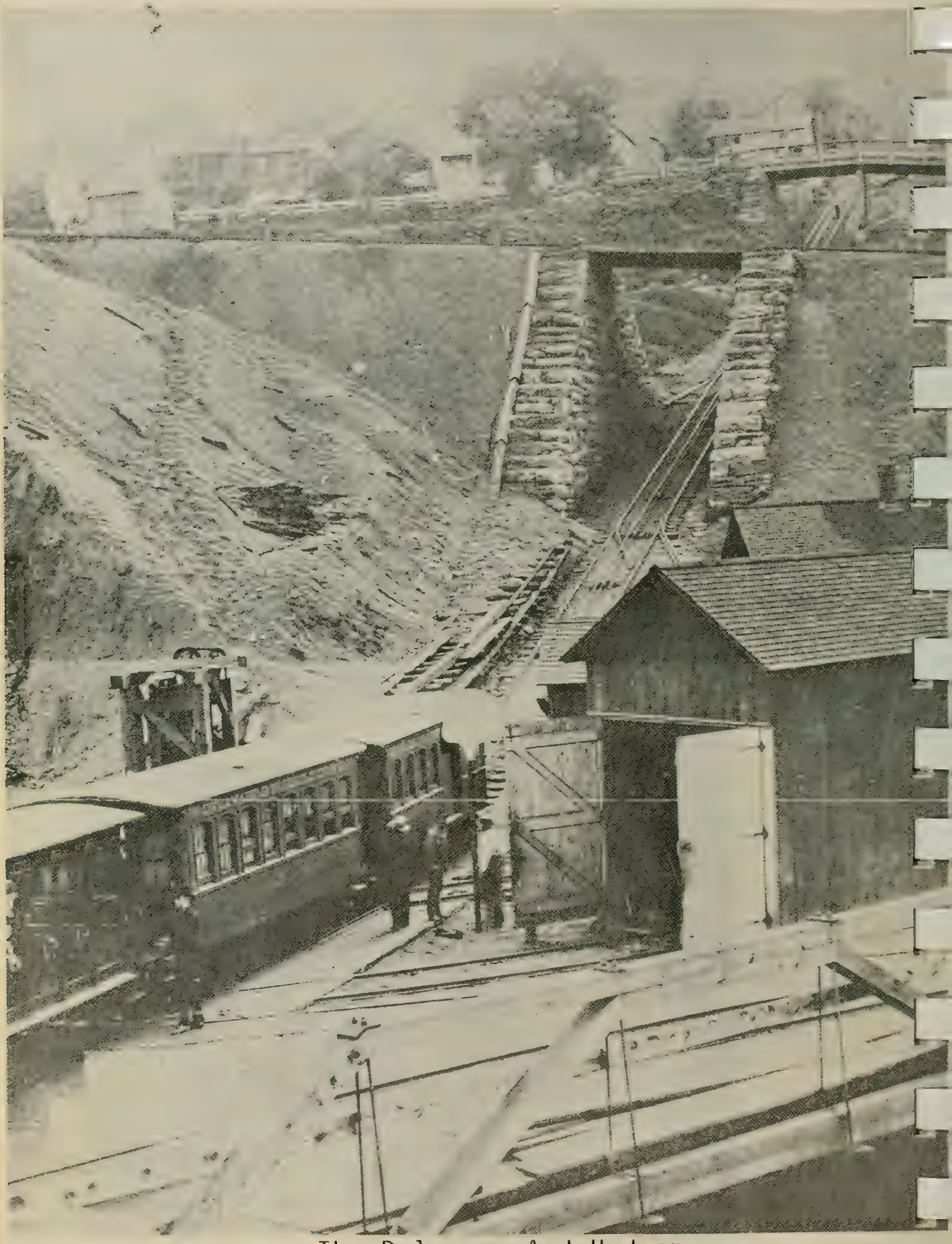


One of the first D & H open-type passenger cars, stopped near Shepherd's Crook curve. (D & H collection)

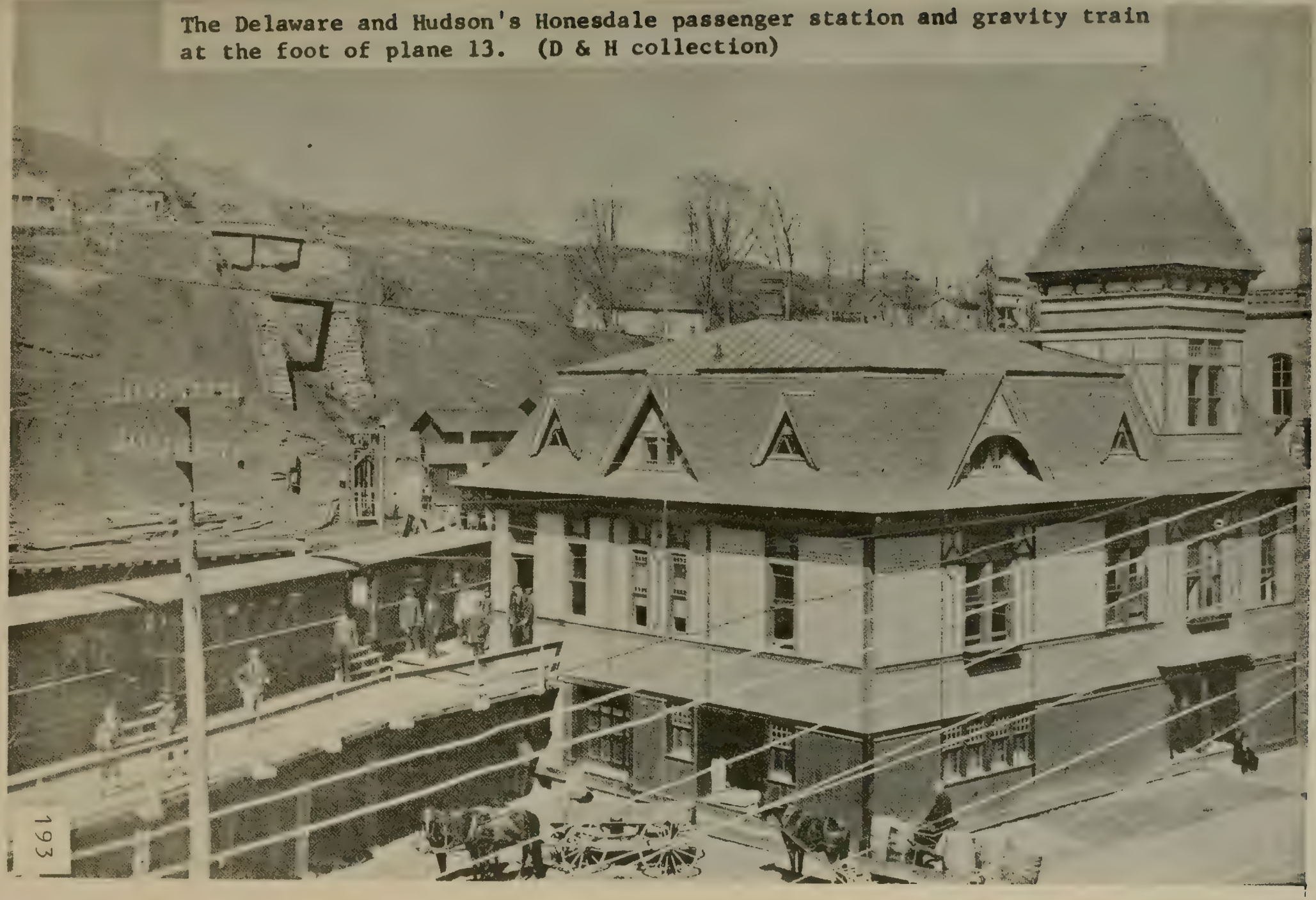
Ihe D & H's private car "Passaic" (left) stopped on Shepherd's Crook curve in the early years of the gravity railroad. (D & H collection)

But, within two years the Delaware and Hudson railroad developed into a scheduled service up and down the valley from Carbondale to Providence using both the gravity railroads and locomotive service as well. The first two locomotives built for the D & H railroad were named the Major Sykes, an 0-4-0, and little 4-4-0 named the C. P. Wurts. The Major Sykes was the first locomotive used on the gravity line between Prividence and Scranton, Pennsylvania, in 1860.

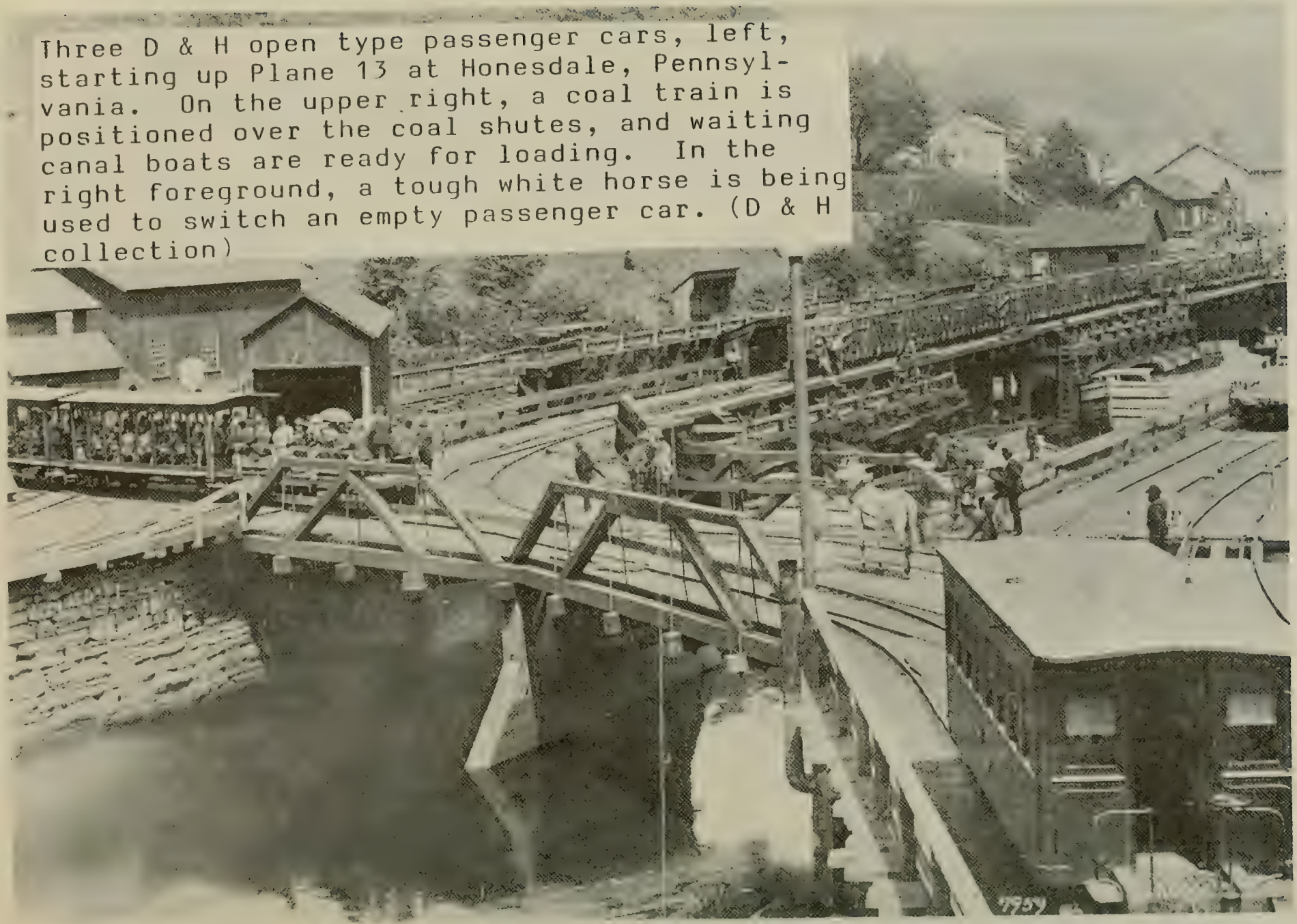
By 1877 passenger service was expanded to the entire gravity line from Prividence to Honesdale. New passenger cars were added and placed in service. New and larger coal cars with a five-ton capacity gradually replaced the original cars. Both passenger and coal cars were now equipped with two sets of four-wheel trucks, and had link and pin couplers. With their new stationary steam engines, loaded coal cars could now be hauled up the eastbound planes in groups of five at a speed of 15-20 m.p.h. After reaching Waymart, they were assembled into trains of 80 cars for a non-stop run at 20 m.p.h., all the way to the canal basin in Honesdale. For the long trip between Farview and Archbald westbound, the empty cars were made up into 75-car trains, and with a three-man crew, headman, middleman, and boss runner, the train rolled around Shepherd's Crook at 20 m.p.h. back to the mines. Passenger trains were allowed speeds up to 35 m.p.h., and were run with a three-man crew, a conductor, head brakeman, and rear brakeman, who controlled the speed and operation of the train.



The Delaware And Hudson
Gravity Railroad
Plane 13
Canal Basin At Honesdale
Pennsylvania

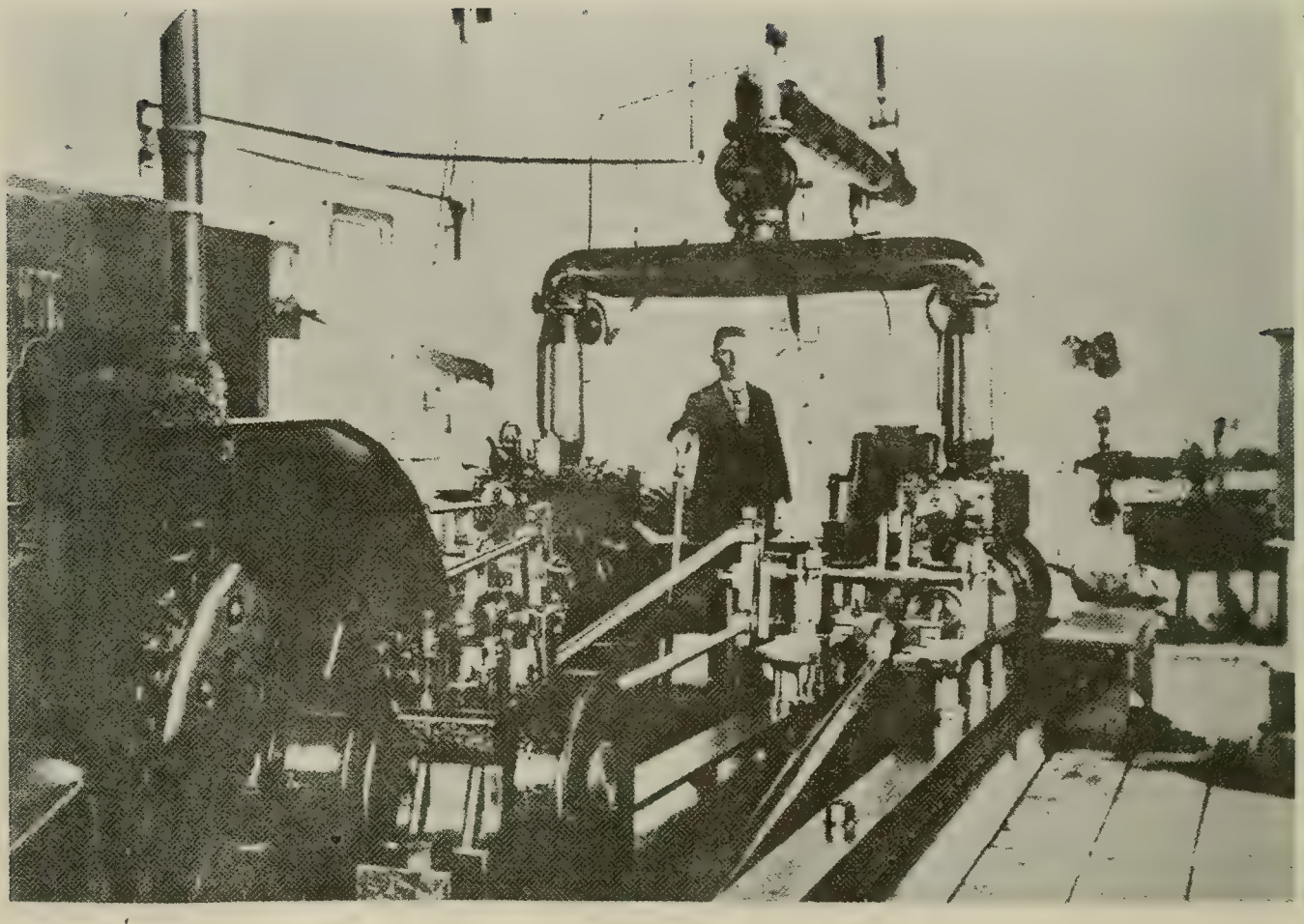


The Delaware and Hudson's Honesdale passenger station and gravity train at the foot of plane 13. (D & H collection)



Three D & H open type passenger cars, left, starting up Plane 13 at Honesdale, Pennsylvania. On the upper right, a coal train is positioned over the coal shutes, and waiting canal boats are ready for loading. In the right foreground, a tough white horse is being used to switch an empty passenger car. (D & H collection)

The Delaware And Hudson
Gravity Railroad
Engine House
Plane 22
Between Carbondale
And Olyphant, Pennsylvania
1860



The Delaware And Hudson
Gravity Railroad
Hoisting Engine
(G. M. Best Collection)

The Delaware and Hudson westbound gravity train enroute from Honesdale to Carbondale, starts up plane 18 toward Rix's Gap, summit of the Moosic mountain (G. M. Best collection)

Three-car westbound passenger train, on Shepherd's Crook curve, on the way down the mountain to Carbondale, and Archbald, Pennsylvania. (D & H collection)

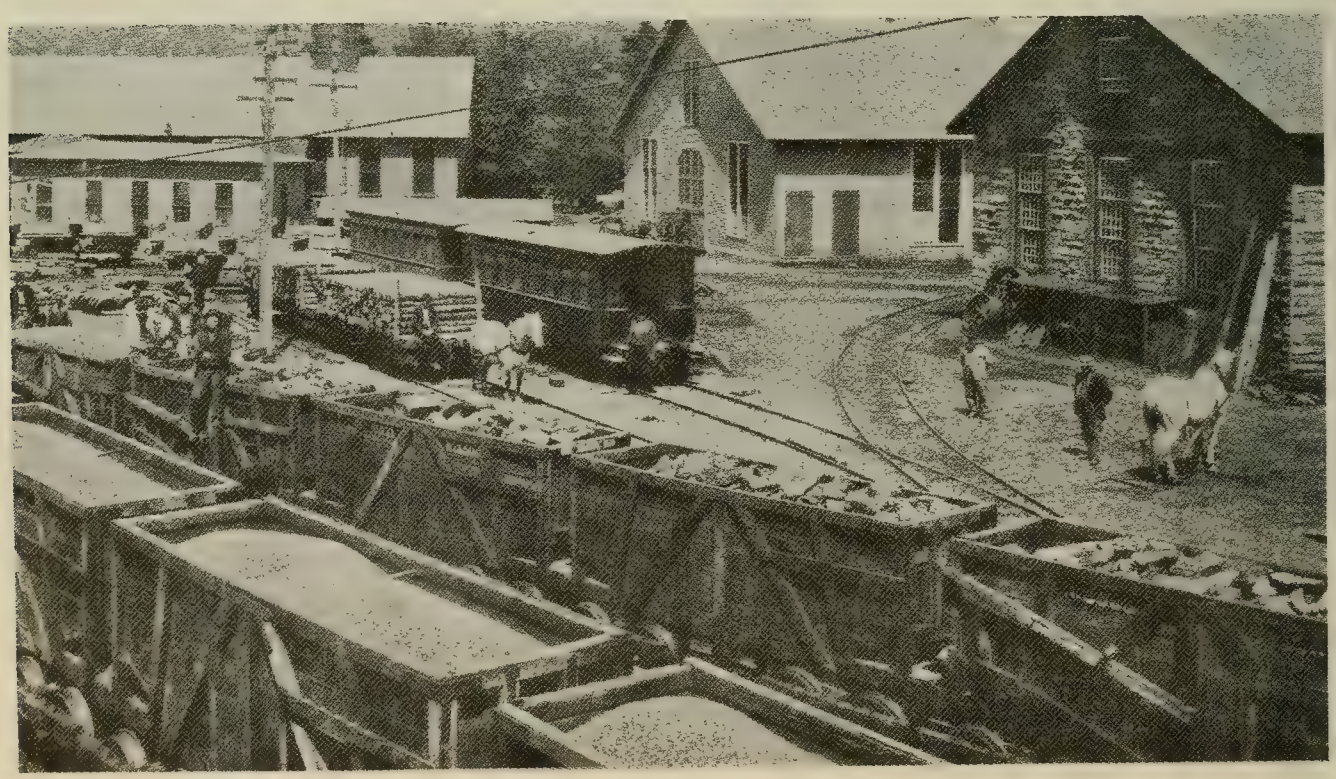
Delaware and Hudson passenger train at Carbondale station. (D & H collection)

At the first the passenger service was purely local but later the company developed a picnic park at Farview, which in the summer months attracted thousands of excursionists daily. On a record day in September 1898, nearly 15,000 passengers were transported to Farview in special trains. The first passenger coaches were built with an enclosed section in the middle, with an open section at each end, having seats running lengthwise in both the open and closed sections.

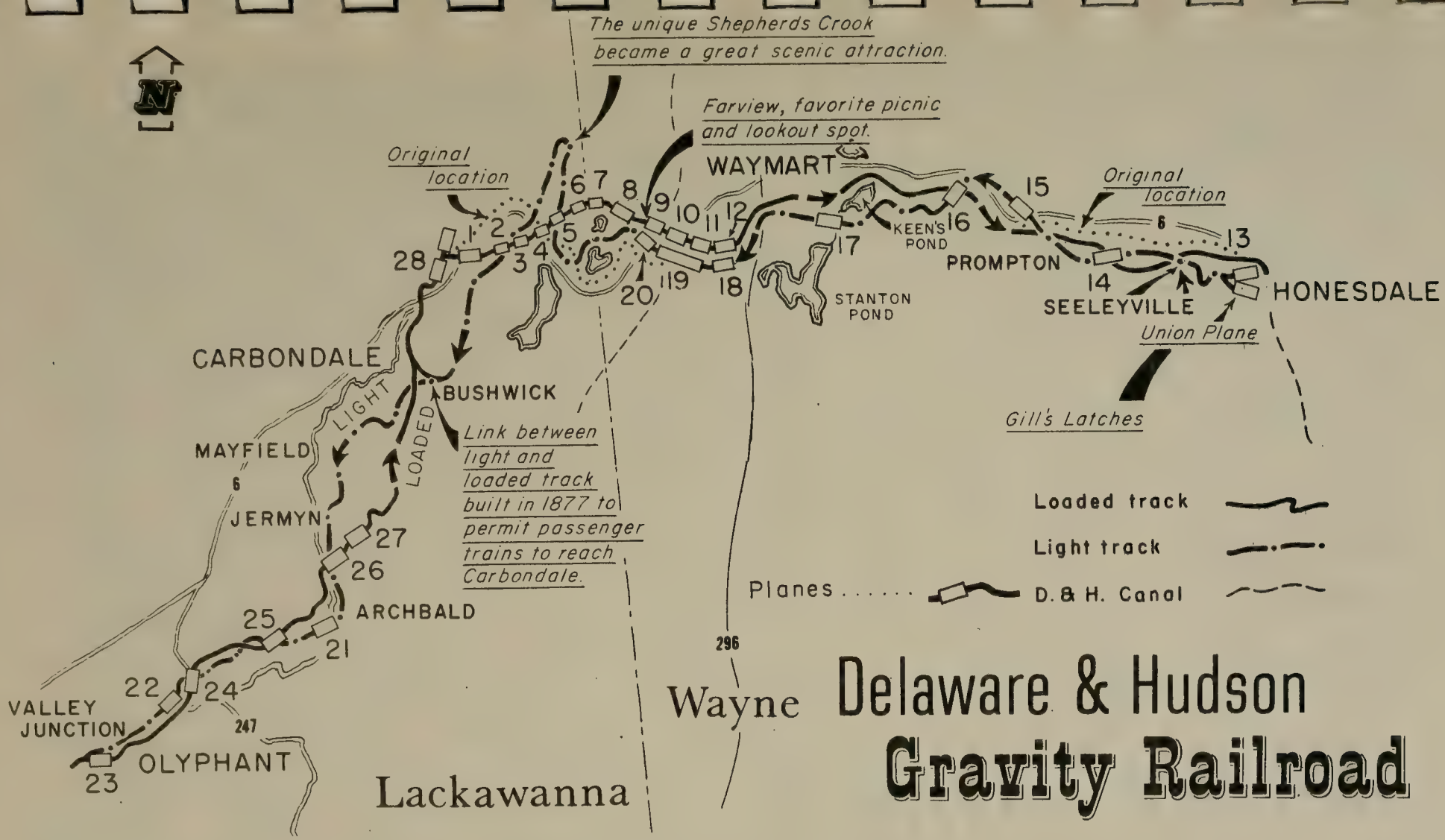
The Delaware And Hudson
Gravity Coach
Number 9
"Eclipse"

The Delaware And Hudson
Eastbound Passenger Train
Plane 1
Carbondale To Honesdale
Pennsylvania

Later a standard type of coach with a slightly rounded roof but not as wide as a regular railroad coach, permitted double seats on one side but only a row of single seats on the opposite side of the aisle. A combination coach usually made up the front or rear of each train and handled the baggage and other items of a bulky nature. During the summer open cars, resembling open streetcars were used. At the height of passenger operations in 1898, the D & H railroad had 36 open excursion cars and 12 regular passenger cars. The scheduled running time for passenger trains from Carbondale to Honesdale was one hour and fifteen minutes and the return trip took ten minutes longer. Year around service was a necessity for passenger service but operations were seriously interrupted during the winter snow falls. Coal was moved durin the winter but it was stored at Honesdale until spring.



The Delaware And Hudson Yard
During The Civil War
1861-1865



The Delaware And Hudson
Gravity Railroad
1866-1899
(Map From Coal Boats To Tidewater)
(Manville B. Wakefield)

The Delaware and Hudson's 16-mile gravity railroad constituted most of the railroad mileage in the United States in 1830, a meager total of 23 miles. By 1840 the total had grown to 2,818; a decade later in 1850, it was 9,021, and then a railroad--building boom resulted in 30,635 miles being in operation by 1860.

Late in 1863, the D & H managers decided to investigate the possibility of shipping coal over the Erie railroad to the Buffalo area and the Great Lakes basin to the West, when the railroad was completed all the way. The talks with Erie's managers early in 1864 went well enough to encourage the D & H managers to seek a rail connection between Carbondale and Lanesboro, a distance of 37 miles.

After the civil war ended in 1865, the D & H greatly increased its coal holdings in the Lackawanna and Wyoming valleys, from Carbondale to Wilkes-Barre, and gained access to the thousands of acres of additional coal-bearing lands. In 1866, the D & H managers were interested in expanding their market into New York State, but they had no six-foot gauge equipment, and the Erie, and Albany & Susquehanna did. In July 1866, the managers negotiated a contract with the A & S railroad to complete their railroad to Nineveh within a year, and for hauling D & H anthracite coal in A & S cars. At the time of negotiations, the Delaware and Hudson Canal Company had no general railroad rights in the State of New York, and the managers immediately petitioned the Legislature. On May 9, 1867, the Legislature authorized the Delaware and Hudson Company to acquire and operate railroads in the State of New York. In the following year, 1868, the A & S completed their railroad down the valley to Nineveh, and over Belden Hill to Binghamton, thus opening their railroad throughout its entire length on January 14, 1869.

On September 2, 1868, the managers of the D & H entered into a contract with the Erie Railroad to build a six-foot gauge-line north from Carbondale to connect with the Erie's main line at Lanesboro Junction, just east of Susquehanna, Pennsylvania. The great railroad expansion program of the D & H can certainly be considered as having started in 1869 with the first shovel of earth on this new Erie line. It went north out of Lackawanna valley over Ararat Summit to connect with the Erie tracks at Lanesboro Junction. This was the first link in the chain of railroad acquisitions that would give the Delaware and Hudson an all-weather transportation system reaching vast new markets.

On October 28, 1870, the connecting Erie railroad, under the Jefferson Railroad franchise, was complete and open to traffic. The first loads of coal rolled north out of Carbondale on the newly completed Jefferson Railroad, and then on to Binghamton where they were switched to the Albany and Susquehanna railroad. The A & S line, extending from Binghamton to Albany, was leased to the Delaware and Hudson Canal Company on February 24, 1870.

It was also in 1870 when President Dickson proposed that the D & H lease the Rensselaer and Saratoga Railroad. A line with 181 miles of first-class trackage extending to the entire upper Hudson valley, and from Albany to Lake Champlain at Whitehall. The deal was made immediately, but the perpetual lease was not formalized until May 1, 1871. The empire built by the Rensselaer and Saratoga--steamboats and all--became part of an even bigger empire--that of the fast moving Delaware and Hudson. With the acquisition of the R & S system, the D & H acquired a commodity to transport--passengers. The D & H had some passenger service on the gravity line south of Carbondale and some on the Albany and Susquehanna, but none to the extent of that on the R & S system

that moved large numbers of passengers between Albany, Troy, Schenectady and Saratoga Springs, the popular summer resort.

It was quite clear now to President Dickson that the Delaware and Hudson would be running solid train loads of coal to Canada to feed the hungry furnaces of our northern neighbors during the long and dismal winters. The Champlain valley had always been an avenue of north-south communication since the time of its discovery in 1609 by Samuel de Champlain, and for decades before by the Indians. Water transportation was adequate but at best only seasonal until the Rutland and Burlington Railroad completed its line up the east side of the lake to Burlington, Vermont, in 1849. With a connection there north to the Canadian border by way of the Vermont Central Railroad, an all-rail north-south route existed on the east side of Lake Champlain. The west side, however, remained barren of tracks other than a few isolated stretches.

After the Vermont Central Railroad leased the Rutland Railroad in its entirety, all hopes for the completion of a railroad on the west side of Lake Champlain seemed lost to the area residents. But, under the persistent leadership of the Honorable Smith M. Weed of Plattsburg, a prominent citizen of the community and a member of the State Legislature, the original concept of a through rail route along the western shore of Lake Champlain began to develop. At a meeting with some of the D & H officials and managers, Honorable Weed readily convinced George Talbot Olyphant, acting as president in the absence of Thomas Dickson, that such a line would be of great advantage to the D & H. Honorable Weed then presented articles of association of the New York and Canada Railroad Company, already signed by several prominent residents of Plattsburg and Clinton County. The remaining signatures

necessary to effect its incorporation were quickly and willingly supplied.

On January 15th, the Delaware and Hudson Company in behalf of the New York and Canada Railroad Company authorized the purchase of the Whitehall and Plattsburg, the Montreal and Platsburg, and the Steamer Oakes Ames, thereby paving the way for a consolidation of rights, franchises, and properties of all the roads on the west side of Lake Champlain. Under an agreement dated February 25, 1873, the Whitehall and Plattsburg, the Montreal and Plattsburg, and the New York and Canada of 1872 were merged and consolidated into a second New York and Canada R. R. Company with Isaac V. Baker as its president. It was obvious now that the goal of the Delaware and Hudson managers was nothing less than to reach Montreal with the company's anthracite coal, and at the same time profiting from the iron industry that was then in the process of development in the Champlain Valley. A most stimulating development.

Construction of the section north from Whitehall to Ticonderoga and Addison Junction was a most difficult job indeed, with insurmountable engineering problems that had to be overcome. Further north, five ranges of the Adirondacks were encountered, involving vast rock cuts, adding greatly to the construction difficulties. The road from Whitehall to Port Henry, a distance of 39¾-miles was opened on November 30, 1874, including the difficult new 24-mile stretch up along the lake from Whitehall to Addison Junction. From the junction to Port Henry, the track of the W & P (Whitehall and Plattsburg) was used.

The complete line was opened a year after the section from Whitehall to Port Henry was finished and the first regular train rolled into a jubilant Plattsburg on November 29, 1875. By using the tracks of the former Montreal and Plattsburg to Mooers Junction, and then 12 miles

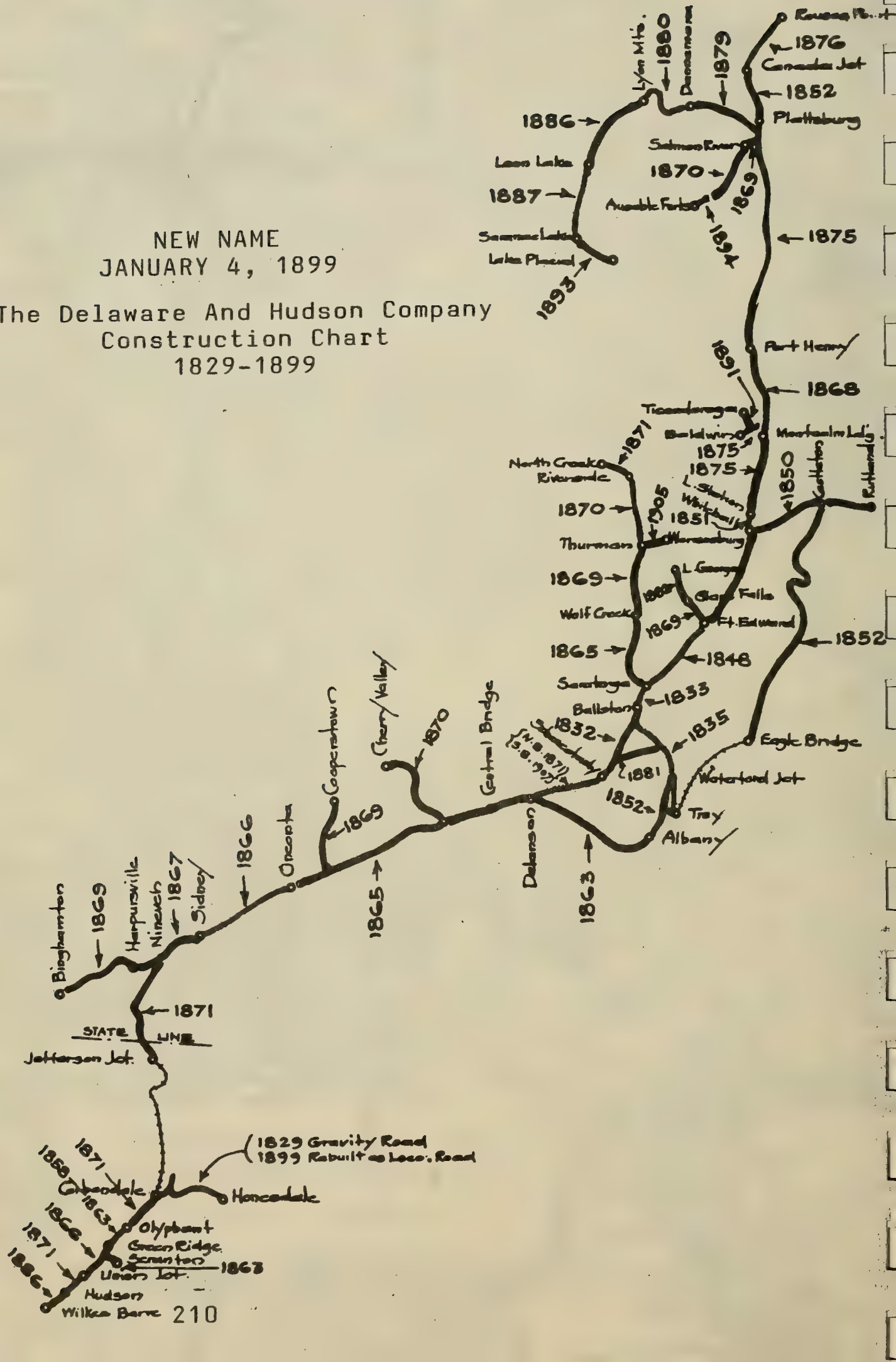
of the Ogdensburge and Lake Champlain line east from that point, through service was opened on the same day to Rouses Point. There a connection was made with the Grand Trunk Railway for Montreal. Thus was realized, for the first time, the vision entertained by so many officials, even as early as 1832, when the first train rolled into Saratoga Springs from the south.

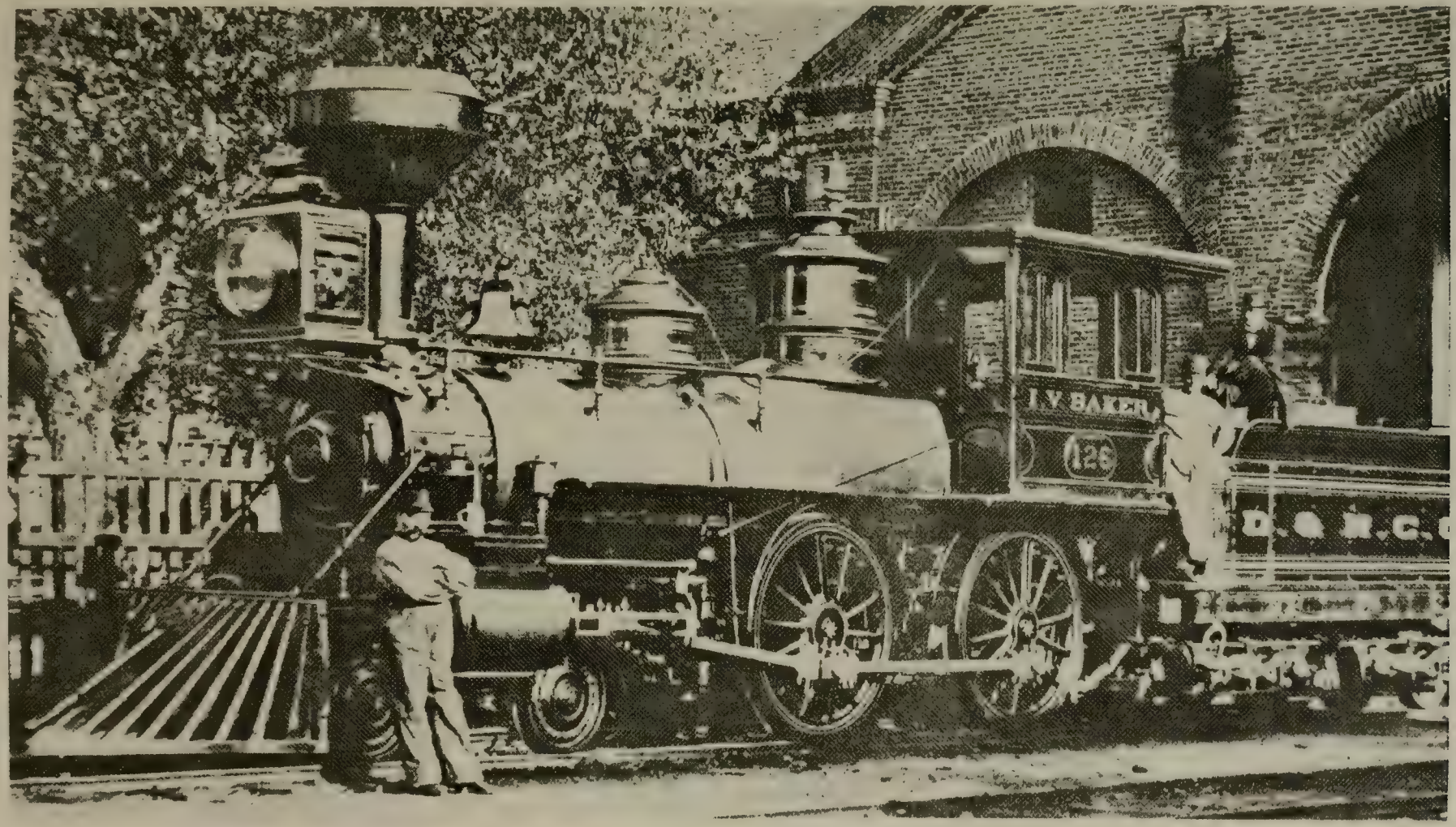
President Dickson sent invitations to the most prominent railroad officials and other important individuals in the north-eastern section of the country, requesting them to join with the managers of the Delaware and Hudson Company in a commemoritive excursion on Tuesday, November 16, 1875, to precede the opening of the route to the public. Among those invited were John Jacob Astor, J. Pierpont Morgan, Cornelius Vanderbilt, Chester A. Arthur, William H. Vanderbilt, and many more. President Grant received an invitation, but was unable to accept. The party left Albany at 9 a.m. and stopped at various points along the line to entertain more dignitaries. The train consisted of a baggage car, hotel car, seven Wagner Palace Cars, a director's coach, and at the rear an open "Baldwin" coach. The locomotive used was the D & H "Saratoga" No. 148, a splendid new coal-burning 4-4-0 of classic proportions. The train rolled into Plattsburg at 4:30 p.m. having made the trip up from Albany in seven and a half hours--the shortest trip on record.

The Delaware And Hudson
Wilkes-Barre, Pennsylvania
To
Montreal, Canada
209

NEW NAME
JANUARY 4, 1899

The Delaware And Hudson Company Construction Chart 1829-1899



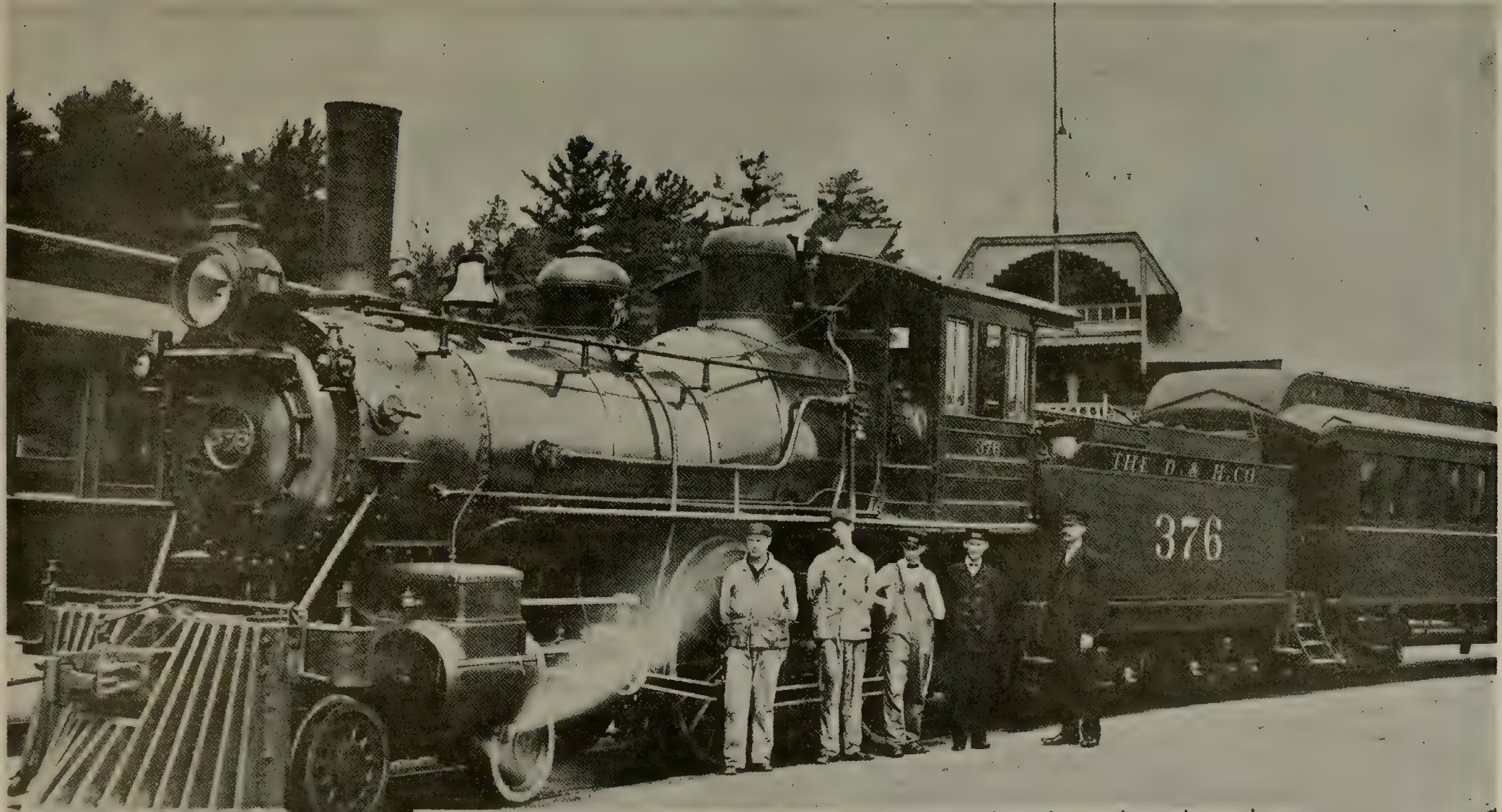


The trim engine, I. V. Baker, D & H 4-4-0 No. 126 built in 1867, pulled the Delaware and Hudson's commemorative special from Plattsburg to Rouses Point, New York, on November 17, 1875. (G. M. Best collection)

With the completion of the New York and Canada Railroad, a new and prosperous era opened up for the Delaware and Hudson Company.

By 1881 marked improvements in the general business picutre that had taken place, and the operations of the leased lines showed that they were self-sustaining and furnished an outlet for 750,000 tons of anthracite coal annually.

The only new railroad consturction that took place for some time, aside from extensive double tracking, was the extension of the line north of Glen Falls to the head of Lake George at Caldwell, and although only nine miles in length, the completion of the line was not rapid and regular trains did not begin to use the new track until May 29, 1882, just in time for the summer tourist season.



Caldwell to Fort Edward local train stands at the Lake George pier, Caldwell, New York. Engine No. 376, a 4-4-0, was originally D & H No. 210 built in 1884. It was rebuilt in 1896. (Fred Thatcher, from original glass plate)

Prosperity probably had its hand in another development that occurred in a little four-wheeled caboose on September 23, 1883, at Oneonta, New York. Eight trainmen and yard employees, William C. Gurney, Daniel Hopkins, Daniel McCarty, Eugene S. McCarty, Union C. Osterout, Elmer Wessell, H. S. Wilbur, and Charles J. Woodworth, met in Caboose No. 10 assigned to conductor Charles J. Woodworth, and among other topics, discussed the formation of an association to look out for their interests. From this small beginning blossomed a national organization called the Brotherhood of Railroad Trainmen on October 23, 1889.

During 1866 many improvements were made on the Pennsylvania division including the double tracking of all but one short stretch of line south of Carbondale. Passenger revenues on the gravity railroad were considerably bolstered by a picnic ground built on the summit of the Moosic Mountains, at Farview. Saratoga's popularity as a summer resort grew steadily and achieved even greater heights in the late 1880's and early 1890's, and business on the D & H reached such volumes that double tracking of the line up from Troy was necessary to handle the density of trains moving over that stretch.

On June 11, 1889, the D & H Canal Company bought the Adirondack Railway Company, a small railroad company operating from Saratoga Springs northwest to North Creek, some 58 miles away, but the merger of the company with the D & H however, was not completed until October 30, 1902.

The Adirondack line though small provided access to a great vacation wonderland that was becoming more and more interesting to the D & H and its passenger representatives. The tourist business to Saratoga and the Champlain valley was already booming, and this little line would add handsomely to the areas accessible over D & H rails.

Delaware and Hudson high speed Montreal Limited with turn-of-the-century passenger cars. Engine No. 537 a 4-6-0, was built in 1905. (Industrial Photo Service)

The coal business was especially good in 1901, with over 4,667,300 tons being produced by D & H mines alone, and over 7,500,000 tons were carried over its rail network. In 1903 the output of D & H coal reached an all time high, 5,979,311 tons, and its sale and movement sparked the expansion of the Consolidation locomotive fleet and added many new passenger, freight, and service cars, etc., to their equipment roster. The Oneonta yard was remodled and a new roundhouse with a 75-foot turntable was built in 1906. Over 152 miles of trackage had block signals installed, and by 1907 block signals had been installed and operational on all main lines and two principal branches. During the 12 preceding years the D & H Company had carried over 75 million passengers with but three fatalities.

There was very little new construction of the D & H lines themselves after the abandonment of the canal and the turn-of-the-century. Down in the mine area of Pennsylvania, the Northern Coal and Iron Company built the Buttonwood Branch, extending north from Buttonwood to the Plymouth Branch at South Wilkes-Barre in 1906, and the Plymouth "No. 5" Branch in 1907. In 1901 a line was built from Moreau Junction, just south of Fort Edward, New York, on the Saratoga division, to South Glens Falls, primarily to serve several large paper mills there. A 3.5 mile branch was built in 1905 from Thurman on the old Adirondack Railway to Warrensburg, and in 1906 an extension of the New York and Canada was pushed one mile from Rouses Point to the Canadian boundary.

The simplicity and tranquility of the 19th century had been gone now for seven years--things would never be quite the same again. Henry Ford had perfected his horseless carriage and even the hemlines of women's skirts were on the rise.

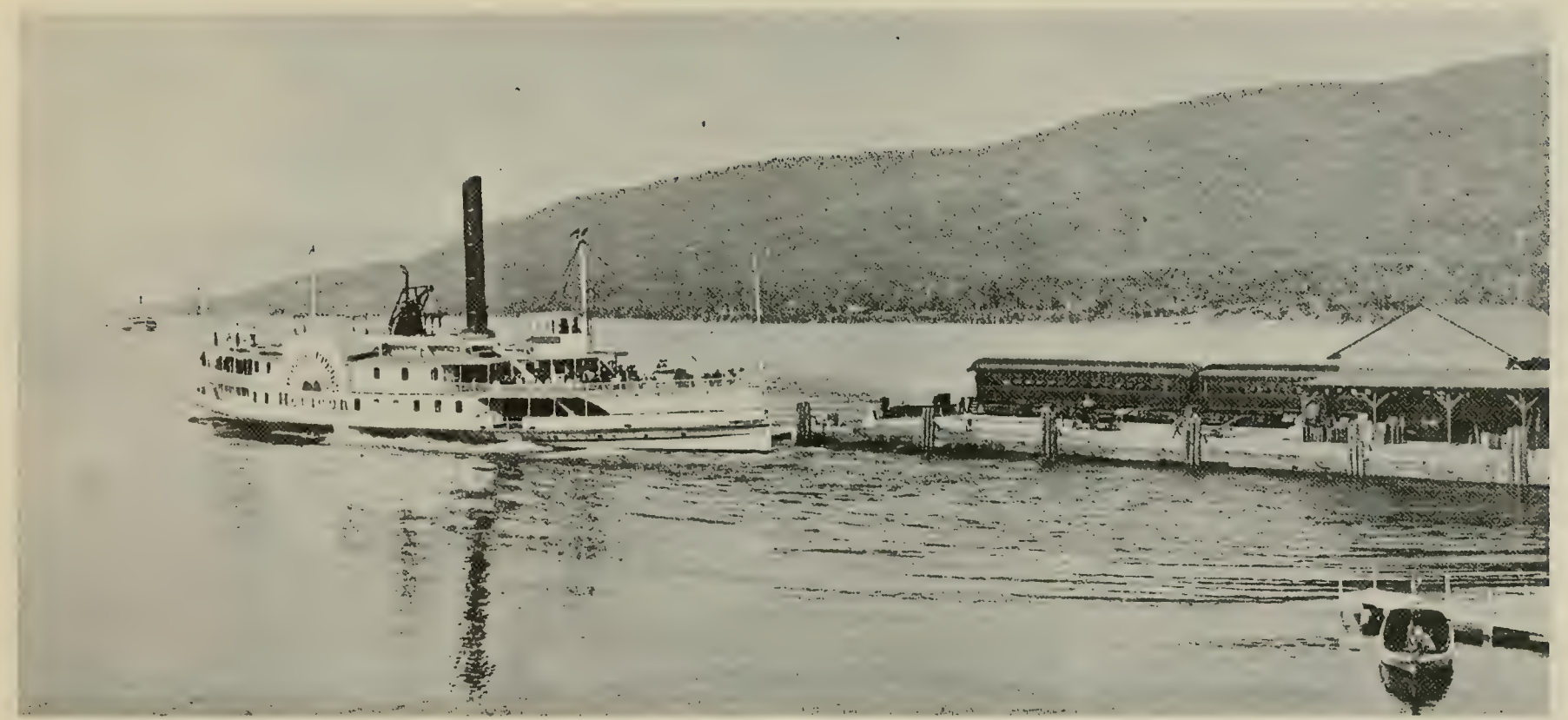
On April 10th, 1907, David Wilcox resigned from the presidency of the D & H Railroad Company, and Leonor F. Loree was elected president and a member of the Board.

On December 7, 1870, the Rensselaer and Saratoga Railroad, which owned the Lake Champlain Transportation Company and through it the Lake George Steamboat Company, accepted an offer from the Delaware and Hudson Canal Company for a permanent lease of all its property and holdings. Thus it was that the two steamboat operations became part of the D & H system. In 1874 the Delaware and Hudson Railroad Company built the Baldwin Branch Railroad between Montcalm Landing, on Lake Champlain near Ticonderoga, and Baldwin at the north end of Lake George. This afforded a shuttle service between the boat lines on the two lakes, a great improvement over the stage coaches that had previously made the connection.

Condord Stage Coach of the 1870's with a full compliment of passengers redies to leave Schroon Lake landing at Pottersville, for the D & H railroad station at Riverside, New York, some six miles away. Other Stages such as this one provided shuttle services connecting Blue Mountain Lake and other central Adirondack points with the D & H railroad station at North Creek, New York. (Charles Clingman collection)

In the spring of 1877 at the north end of Lake George, the steamboat Horicon was launched. She was handsomely furnished in the best taste for her time. She was 195 feet long and could make 20 miles per hour.

The Delaware and Hudson later extended its track up from Glens Falls, to the south end of Lake George in 1882, and with the trains came a flood of tourists. The through rail route up along Lake Champlain that hurt the business of the Champlain boats actually helped things on Lake George. Thousands of tourists now made the side trips through the beautiful island-studded lake, or came to it for a day's outing. When this new surge of business showed up on the books at the end of 1882, plans were quickly made for another boat to be built, and the steamboat Ticondiroga was on the lake and ready to go by the spring of 1883. She was 172 feet long, displaced 500 tons, could run at 20 miles per hour and accomodated slightly less than the 1000 passengers the steamboat Horicon could handle. She was placed in regular service on the line to run opposite the Horicon.



The steamboat Horicon 1. backs away from the Lake George dock at Caldwell, New York, in the summer of 1907, after boarding passengers from the D & H train. (Detroit Photographic Company collection, Library of Congress)

The Lake George Steamboat Company was hard hit on August 28, 1901, when the Ticonderoga was destroyed by fire just after leaving Baldwin. Captain F. G. White got her to Rogers Rock landing and everyone got off, but the wooden vessel was doomed. The Ticonderoga had served the company well for 17 years and her destruction left it with but one ship for the line service, the 24 year old Horicon, so, a new boat was immediately authorized. In April of 1902 the Sagamore was christened. She was 203 feet long, had a 850 horsepower Fletcher engine, and could run at 20 miles per hour. She had accomodations for 1500 people. The Sagamore was lengthened shortly after with a new 20-foot section being added to her midship for more stability. She came out of the Baldwin shipyard in 1903 as a new and longer ship, measuring 223 feet overall, with ballast tanks just forward of the paddle boxes. The Sagamore turned out to be one of the best handling boats ever built by the company.

The village of Caldwell changed its name to Lake George Village on April 1, 1903, and for the next three years, the Sagamore, Horicon, and the small steamboat Mohican provided an ever-growing service through the lake from the pier at the village.

In April of 1906, the 29th steamboat Ticonderoga was launched on Lake Champlain. Like her ill-fated namesake on Lake George, she was named for the famous historic fort that stood between the two lakes. The Ticonderoga was designed primarily for excursions and local service and had only few staterooms. She was 200 feet long, heated by steam and lighted by electricity, and could carry 1037 passengers. She could also make 23 miles per hour.

The Delaware and Hudson's Ticonderoga on Lake Champlain. "Ti" as she was called during her hey-days on the lake, now has a permanent berth at the Shelburne Museum, Shelburne, Vermont. She stands high on the Vermont hillside overlooking Shelburne Bay. (Edward O. Clark)

The old wooden Horicon was now in her 32nd year, still doing the local work south from Baldwin. In 1908 they found her to be in need of extensive work, and the boat hardly justified the cost. The Horicon II, the 31st steamboat and the last of a long line of vessels was authorized to be built by the Fletcher Company in Hoboken, New Jersey. She was launched late in November of 1910. The biggest steamboat of all the Lake George boats, she was 230 feet long, displaced 1175 tons, had a 1280 horse-power engine, and could carry 1700 passengers.

As the sun sets behind Prospect Mountain, to the left, on a summer Sunday in 1912, the new steamer *Horicon* has arrived at Lake George station with a load of tourists returning from a pleasant day's cruise on the majestic lake. Soon they will board the waiting train with three engines which will return them to Troy, Albany or Schenectady and the reality of life in an era of iceboxes and the ten hour workday. *(Fred Thatcher from original plate)*

The operation of the boats, as well as all the railroads in the country, was taken over and run by the Federal Government during World War I, and revenues fell off sharply. Traffic returned after the war and reached a peak in 1921, but after that it was down hill all the way. In an effort to recoup some of the revenue lost to the automobile, the steamboat Chateaugay was pulled out of storage in 1925 and concerted into an automobile ferry. In July of 1925, she steamed out of Burlington, Vermont, with a load of automobiles bound for Port Kent across the lake and embarked on a whole new career.

The depression year of 1933 was the straw that broke the camels back. The boats on both Lake Champlain and Lake George were operating in the red, and all operations were suspended on Lake George. In 1937 the Champlain Transportation Company was sold.

On April 6th, 1955, after a two mile, 65 day trip overland to the Shelburne Museum, at Shelburne, Vermont, the 892 ton steamboat Ticonderoga was placed in her permanent berth, her last harbor, high on the Vermont hillside overlooking Shelburne Bay. The Ticonderoga, the last sidewheel steamboat on the lakes of America was beginning her voyage to posterity.

Leonor F. Loree came to the Delaware and Hudson Company as their eighth president on April 10th 1907. He was a formidable figure in appearance, background, energy, and capacity. Educated as a civil engineer at Rutgers he entered the service of the Pennsylvania Railroad as a rodman in the engineering department in 1877. After two years in the Army Corps of Engineers he went with the Mexican National Railway in 1881 as an instrument-man, topographer, and preliminary layout man on the proposed route between the Rio Grande and Saltillo.

After returning to the Pennsylvania Railroad, and while still but a junior official, he made a critical evaluation of some plans for a new railroad yard sent down from the chief engineer's office. Instead of being fired because he dared question them, the yard was built along the lines of his suggestions. He quickly rose to assistant engineer in the Chicago division in 1883, and then as engineer on various divisions. He waded into flood ravaged Ohio in 1886 to rebuild 26 bridges, three stone-arch culverts, two trestles, and seven miles of track, all in six days. When the dam at Johnstown, Pennsylvania, broke at 3 p.m. on May 31, 1889, and swept 2500 people to their death, Loree was called in. With 1500 men he brought ouder out of chaos, and in two weeks, traffic was resumed. For performances like these he was made superintendent of the Cleveland and Pittsburgh divisions in 1889. In 1896 he became general manager of the whole system at the age of 38, and fourth vice-president in 1901.

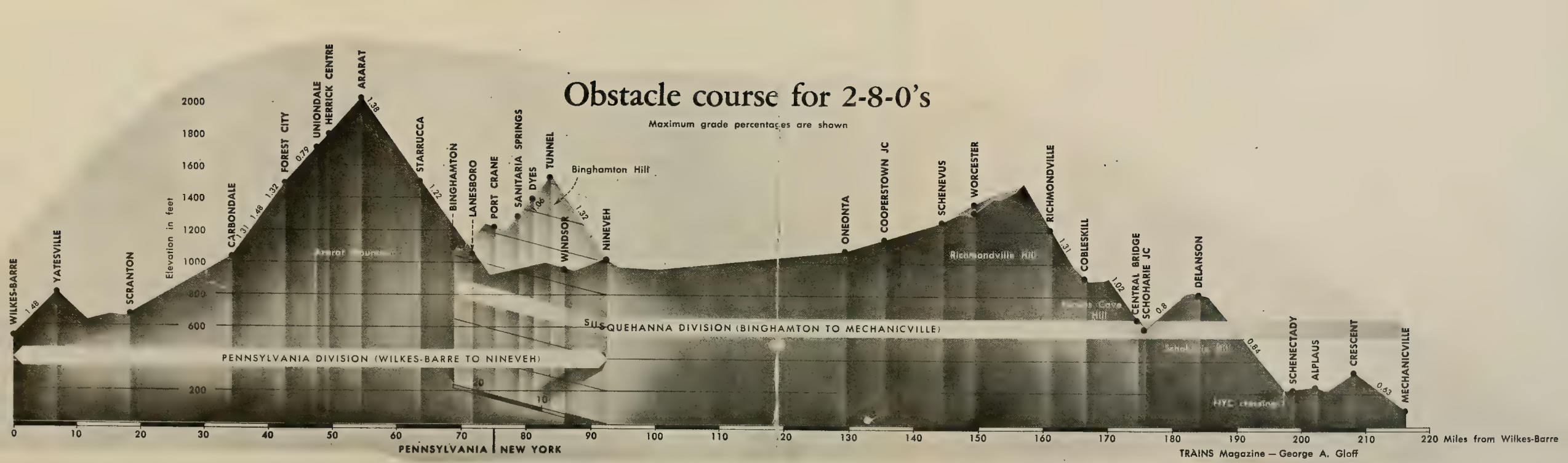
In June of 1901, he resigned to become the president of the Baltimore and Ohio Railroad when much needed rehabilitation work was just beginning. He installed a complete system of interchange freight yards, reduced many grades,

built a fleet of freight cars that were "huge" for their time and introduced the first Mallet articulated type of locomotive ever built and operated in the United States.

In 1904 he moved to the presidency of the Chicago, Rock Island and Pacific where he was faced with the task of consolidating the varied geographical interests of the newly combined Rock Island and St. Louis and San Francisco, covering a wide territory in the midwest and southwest. Discontent and troubles in the financial circles dominating the roads irked him, and in nine months he left.

At the urging of E. H. Harriman, a close friend and member of the D & H board of managers, Loree came to the small but prosperous D & H on April 10th, 1907, to succeed the ailing David Wilcox. At the same time he became chairman of the board of managers, thus becoming responsible for financial as well as operating matters.

Loree was always an advocate of bigger and better motive power and began to upgrade the D & H's roster as soon as he arrived in 1907. Larger and heavier engines sparked a long series of altercations and improvements on the Delaware and Hudson Railroad. The new locomotives were capable of improving the speed and tonnage of trains, and to operate to their best advantage, required stronger bridges, longer roundhouses, better roadbeds, longer turntables, easier grades, larger capacity cars, more water and better service at terminals and shops. Each improvement was followed closely by another, for larger locomotives brought about longer trains which demanded longer passing tracks, larger and more efficient yards, and eventually the cycle returned to even bigger locomotives again. The larger locomotives anticipated in the spiral of improvements and increase in freight train tonnage and efficiency, came as early as 1910 in the form of six Mallet articulated compounds 0-8-8-0 engines from the erecting halls of the American Locomotive Company (Alco).



The Delaware and Hudson Company's obstacle course for 2-8-0's from Wilkes-Barre on the Pennsylvania Division to Mechanicville on the Susquehanna Division. (Kalmbach Publishing Co.-- Robert F. Colling)

During the period from 1906 to 1910, D & H freight car equipment about doubled and some 79 locomotives were purchased or contracted for. In 1907 over 6,500,000 tons of anthracite coal was produced by company mines. Double tracking was completed and block signals were in operation on the entire main line with the exception of the stretch from Plattsburg to Rouses Point, 480 miles in all. In 1911, an 1100 acre track of land was purchased in Colonie, a few miles north of Albany, New York, near the city of Watervliet, for the D & H's vast new shops and terminal. When it was completed and opened in 1912, the centrally located complex boasted 10 acres of floor space and featured many new concepts in shop design and economy.

Delaware And Hudson
Pacific Number 602
1914

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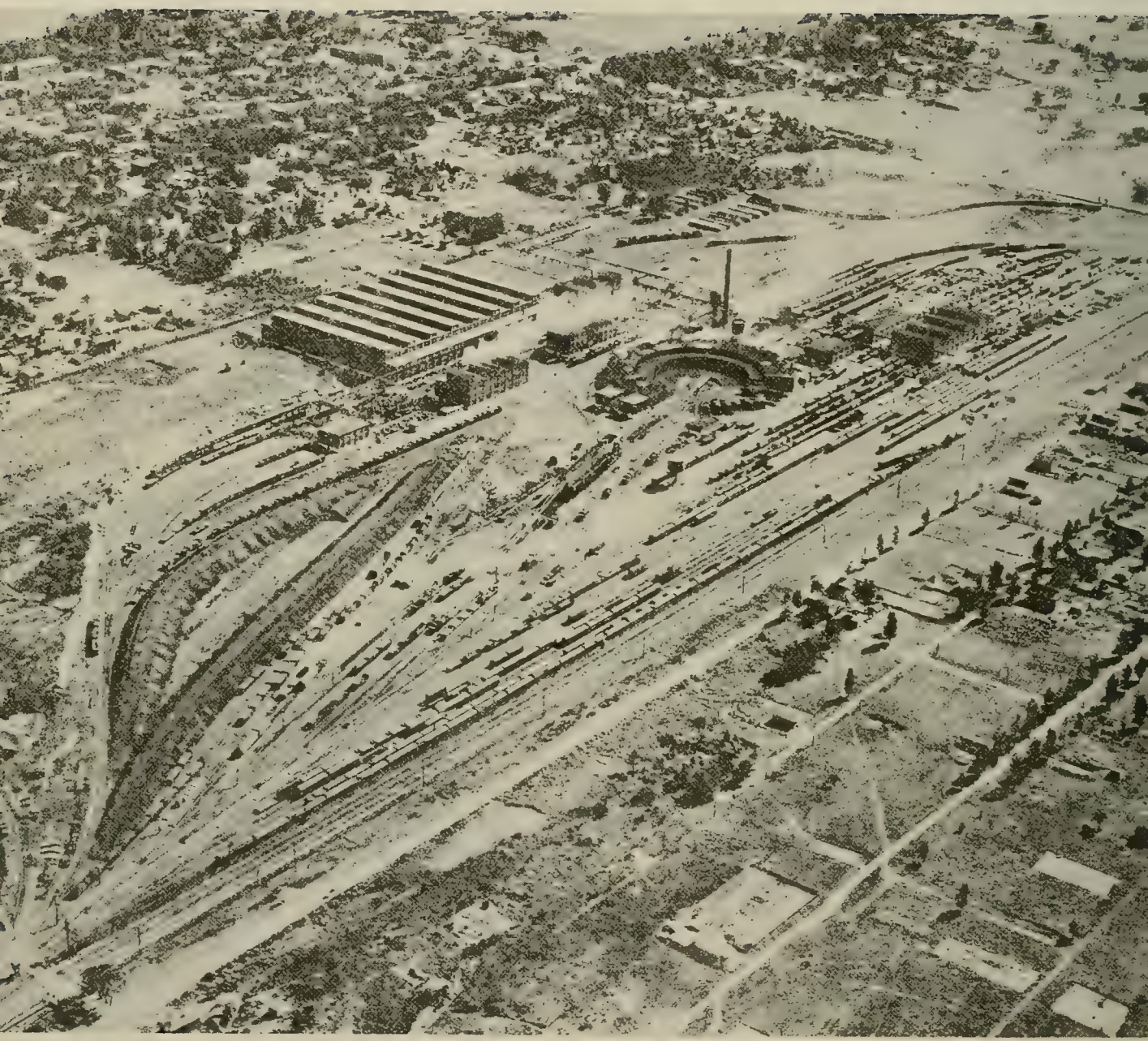
Delaware And Hudson
Pacific Number 602
1914

Seen here, with an oil headlight, leading a string of new steel cars and a wooden diner into the North gate of Colonie Yards before 1918. Colonie Yards are located about seven miles north of Albany, New York. (Jean Banta collection)



Delaware And Hudson
Colonie Shops
Near Watervliet, New York
Seven Miles North Of Albany
(D & H collection)

A new 40-stall roundhouse was built in Carbondale, Pennsylvania, and a 10-stall house and new engine terminal was built in Binghamton, New York. They were completed in 1911.

Traditionally since 1823, the D & H Company's headquarters were located in New York City, but as rail operations moved north, offices were established at Albany. In 1912 the City of Albany undertook a redevelopment of the Steamboat Square area and the D & H was one of the major participants. A new office building was proposed on the site, and funds were authorized to purchase the land and relocate the maze of tracks dating from the days of the Albany and Susquehanna Railroad.

By 1915 all but the south wing was completed and occupied. The new headquarter's building was completed in 1918, and it presented a most imposing impression.

The Delaware And Hudson Building
And
The Albany Evening Journal Building
Albany, New York
1920's

The tower's bronze weather vane depicts Henry Hudson's ship, Half Moon, and is supposed to be located directly above her 1609 anchorage. (D & H collection)

In September 1913, the New York State Legislature passed the full-crew law, thus adding extra men to trains over a certain length, and by 1915 over 8,000,000 tons of anthracite coal was being hauled up Ararat hill from the D & H mines alone.

Passenger business was down somewhat on the railroad in 1915, again the result of the automobile, but overall business was up owing to the increased industrial activity with the outbreak of the war in Europe.

The Wilkes-Barre Connecting Railroad, the last significant addition to the D & H lines was opened on March 29th, 1915. Condcutor William P. Thacher was in charge of the first train to use the connecting railroad. This trackage built by a company chartered in 1912, was jointly owned by the Delaware and Hudson and Pennsylvania Railroad Companies, and the line connected the two railroads running from Buttonwood north 6.65 miles to Hudson, Pennsylvania. The railroad also gave the D & H a connection to its mine tracks in the Plymouth district as well as direct interchange with the Pennsylvania Railroad.

On April 6th, 1917, the United States entered the World War, and on December 26, 1917, President Woodrow Wilson, by proclamation, took over each and every transportation system in the country. The war period was one of increased traffic and mounting costs, but maintenance was severely lacking in both plant and equipment.

By July 1st, 1920, in compliance with ICC order issued several years earlier, 284 locomotives had been equipped with electric headlights and over 225 four-wheeled cabooses were converted to eight-wheelers and given steel underframes.

The year 1923 brought with it a flood of

business, no strikes, and the Delaware and Hudson Company's 100th birthday. The principal event of the Centennial celebration was a banquet held at the Hotel Astor in New York City on April 23rd, with President Loree as toastmaster. Nearly 600 guests representing delegates from public life, railroad officialdom, equipment suppliers, shippers, and financiers attended the festive affair. After the banquet that night a delegation traveled by special train over the Lehigh Valley railroad to Scranton, Pennsylvania, where more festivities were held the following day. The Centennial Special consisted of a rider coach, six Pullmans, the president's car No. 500, and an observation car. After a tour of the mines at Laflin, the special train eased over the Honesdale branch to the site of the first historic trip of the Stourbridge Lion. From Honesdale the Centennial Special rolled over the Erie tracks, paralleling the route of the company's old canal for much of the distance down the Lackawaxen and Delaware valleys, returning back to Gotham (New York City) that evening.

The Delaware and Hudson's Centennial Special Train at Scranton, Pennsylvania, April 24, 1923. Engine No. 837 leads with grandeur. (D & H collection)

In 1923 the economy of the D & H railroad was getting back on its feet after the effects of the war and the brief recession of 1921. The year 1923 was also an all-time record year in railroad traffice, having moved over 49,814,900 loaded cars over the road. Ninety-seven new industries located along the D & H railroad alone, and passenger business was brisk. In 1928 passenger service to Montreal, Canada, was typified by the patronage on New Year's weekend. On December 29th, the night train along to Montreal was run in four sections with 38 Pullmans and 636 passengers, and returning January 1st, six sections with a total of 60 Pullmans were required to carry 939 passengers.

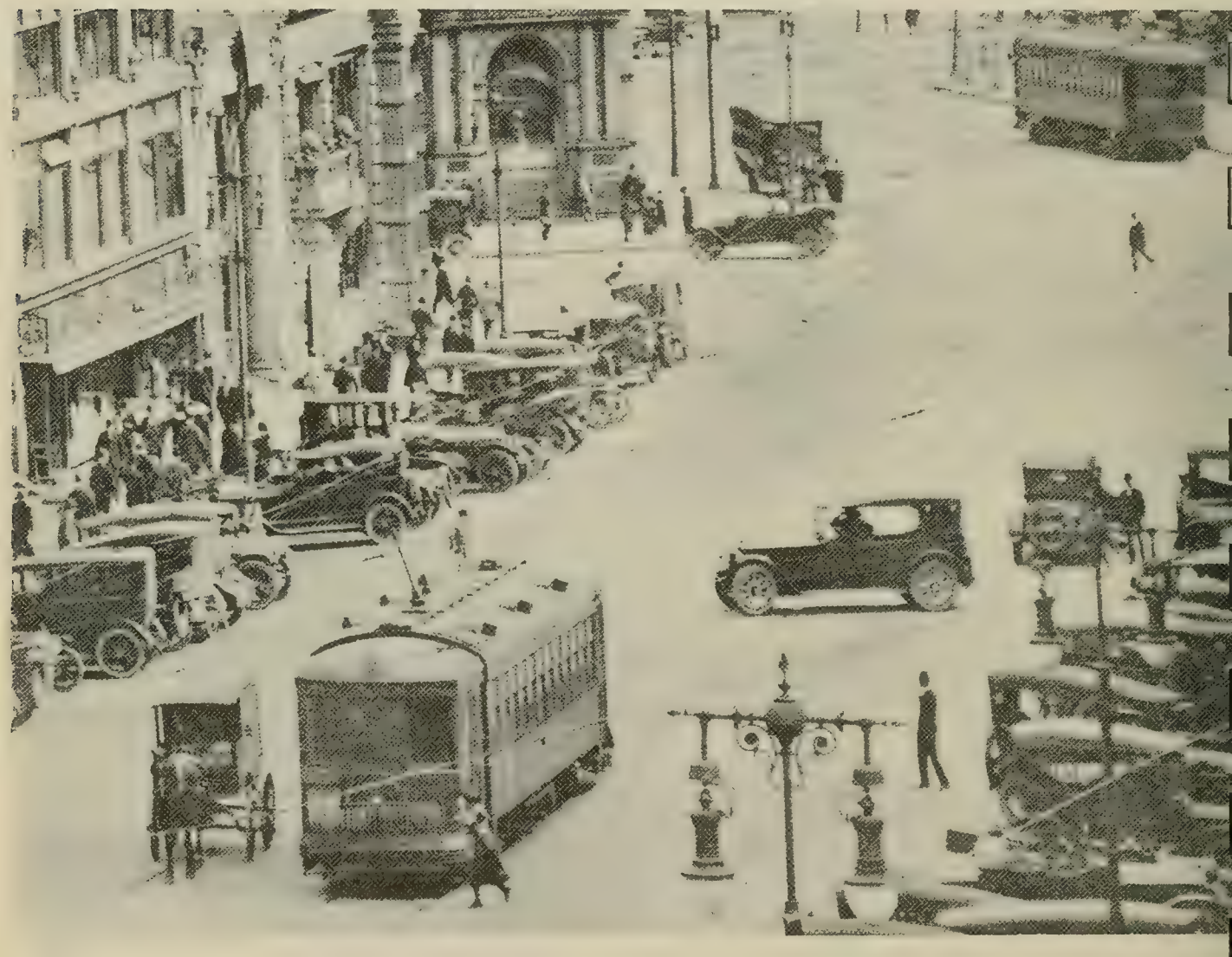
In the summer of 1924 a dumpy old caboose body, serving as a switchman's shelter in the Oneonta yard was moved into the D & H car shop, rebuilt, painted and presented to the Brotherhood of Railroad Trainmen for permenent display in Neahwa Park, Oneonta, New York.

It was back on September 23, 1883, that the Brotherhood was formed in this caboose, No. 10, of the Albany and Susquehanna Division, and 41 years later to the day, the little four-wheel veteran assumed its rightful place in history. Four of the original founders were proudly in attendance including Charles J. Woodworth to whom the caboose was assigned in train service at the time of the original gathering.

BENEVOLENCE-SOBREITY-INDUSTRY

In the Delaware And Hudson's caboose No. 10, at Oneonta, New York, September 23, 1883, eight train and yard employees of the D & H Company arranged to organize the B. of R. R. B. (Brotherhood of Railroad Brakemen). The title was changed October 23, 1889, to the B. of R.T. (Brotherhood of Railroad Trainmen). Persuaded that it is for the interests both of our members and their employers that a good understanding should at all time exist between the two, it will be the constant endeavor of this organization to establish mutual confidence and create and maintain harmonious relations. (Jim Shaughnessy collection)

The first abandonment of the lines of the D & H itself took place in February of 1925, when service on 12.76 miles of the Mooers branch was discontinued. This was the original route of the Plattsburg and Montreal Railway. America was always on wheels, but now everyone owned his own.



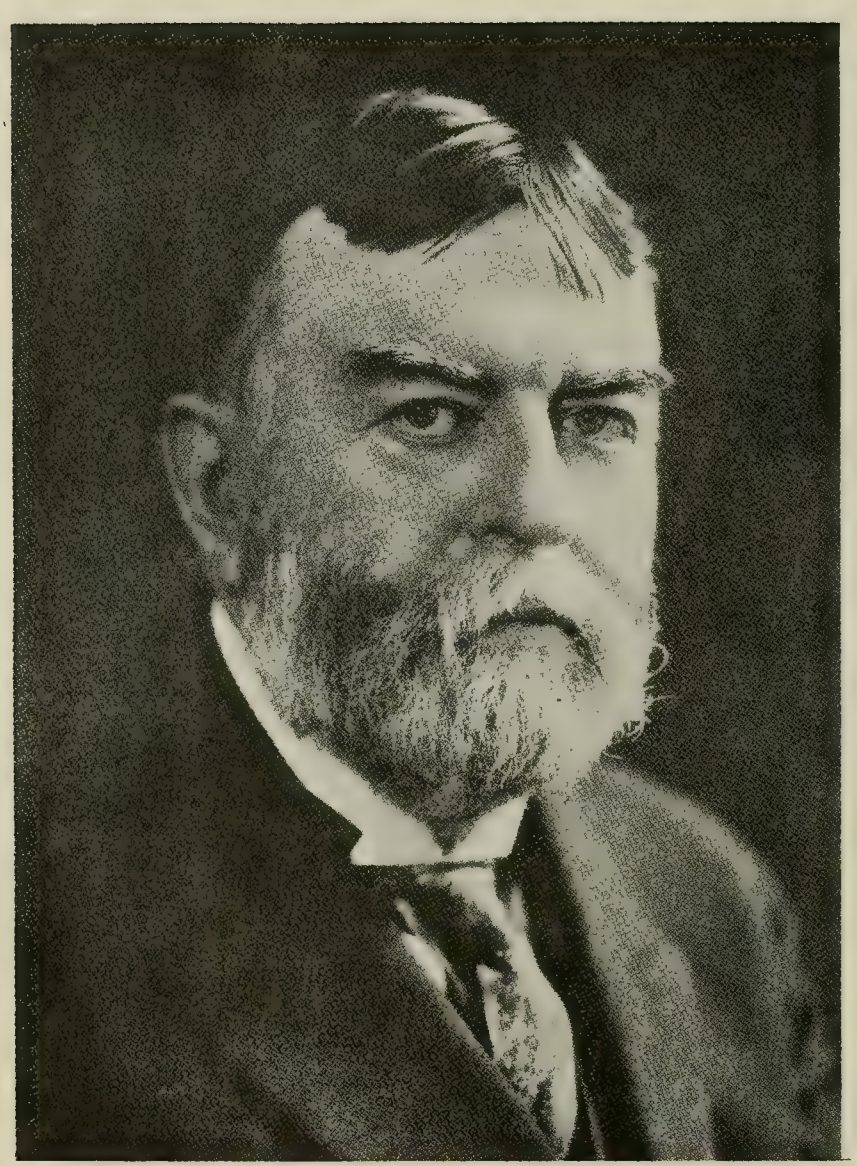
Albany, New York
Lower State Street
Looking Toward The
Delaware And Hudson Plaza
1920
(Industrial Photo Service Collection)

Despite the prolonged depression, the D & H installed a section of Centralized Traffic Control on its Nineveh Branch in 1930. This was the first Centralized Traffic Controll installation on the D & H, with a single control board located at Windsor, New York. It was also in 1930 when the Delaware and Hudson Railroad Corporation was set up to take over all the railroad properties formerly operated by the Delaware and Hudson Company. Thus the railroad became a wholly-owned subsiderary of the parent company, along with the Hudson Coal Company.

On September 9, 1931, the Delaware and Hudson Company's Honesdale Branch, a little line of 23.62 miles, was abandoned. This line had a particularly special place in the history of the D & H Company, as it was the original railroad property operated by the company, by gravity, and was the ground on which the first steam locomotive in America turned a wheel.

As the effects of the depression deepened in 1932, the steamboats on Lake George and Lake Champlain were laid up and their boilers drained.

On March 31, 1938, Leonor F. Loree, the last of the genius railroad leaders, submitted his resignation to the Board of Managers, and it was reluctantly accepted. Mr. Loree now in his 80's had served and guided the D & H Company for 31 years. He truly earned the title "Patriarch of the Rails" given him some years later by Charles Penrose, President of the Newcomen Society in North America, an organization devoted to business history and development, founded by Loree himself in 1923. Leonor F. Loree died September 6, 1940 at the age of 82.

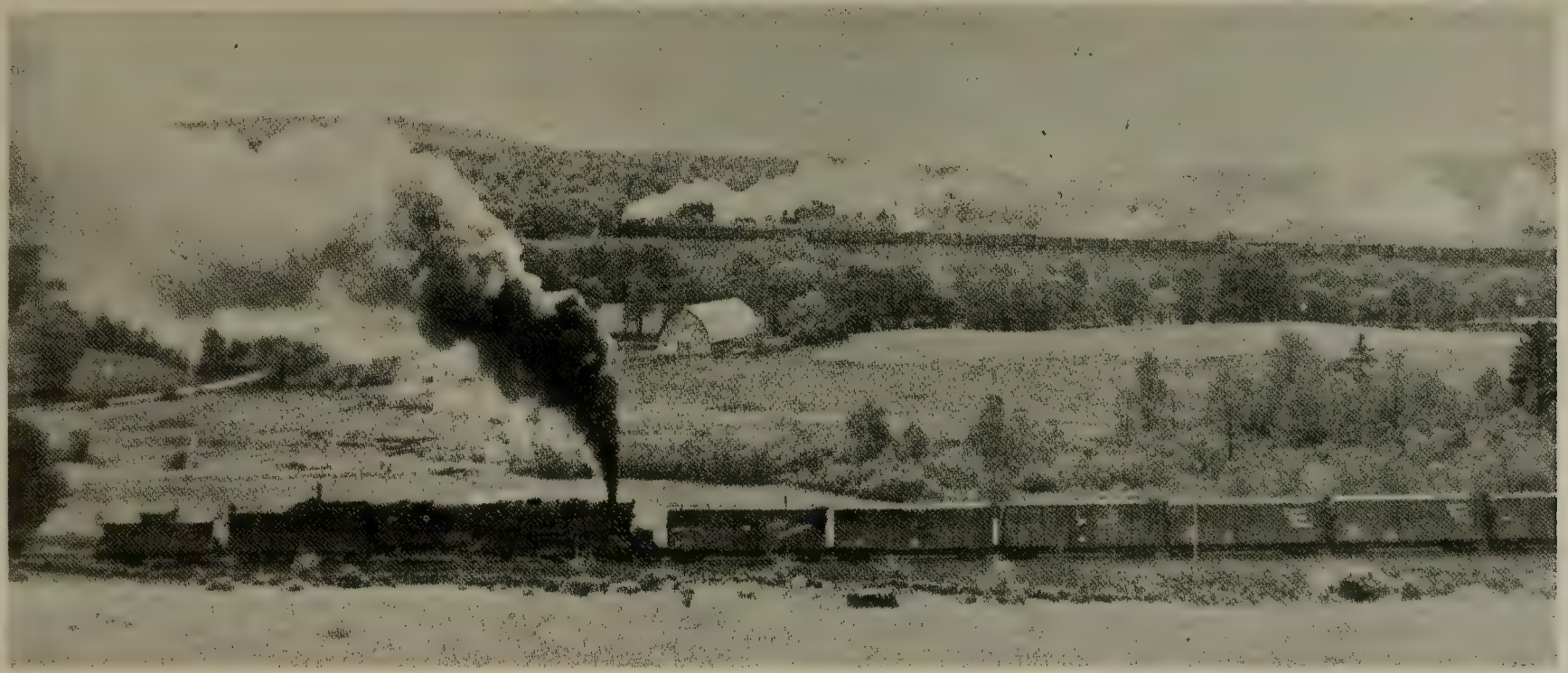


L. F. Loree
Eighth President Of The
Delaware And Hudson Company
1907-1938

On May 16, 1938, Joseph H. Nuelle was chosen as the nineth president of the D & H Railroad by the board of managers. Mr. Nuelle was no stranger to the railroad or coal mining business, having been president of the Lehigh Coal and Navigation Company and its Lehigh and New England Railroad before coming to the Delaware and Hudson Company. Prior to that he had spent 31 years with the New York Ontario and Western Railway. Soon after Mr. Nuelle became president, the "bridge traffic" flowing between Canadian and New England gateways and the industrial heartland of the nation was eagerly sought. This type of business was already moving in considerable volume over the D & H, but, the coal traffic was decreasing in favor of oil as fuel. To compete successfully in the bridge traffic, it was necessary to get the cars over the road as quickly as possible and on time for their connections. To accomplish this, Mr. Nuelle ordered 20 Challenger-type 4-6-6-4 simple articulated locomotives from Alco for delivery in 1940. These locomotives represented the very latest in high horse-power, high speed, superpower road engines and formed the nucleus of the new bridge line concept for modernizing the Delaware and Hudson's motive power.

The Delaware And Hudson Company

The first of the D & H Challengers, No. 1500, rolling through West Waterford, New York, at 50 miles an hour. (Gene Baxter collection)



The Delaware And Hudson Company

Powerful J-class Challengers working on both ends of the D & H's RW-6 fast freight hauling Canadian paper south to market from Oneonta, New York. The train is rounding the horseshoe curve at Thompson, Pennsylvania, heading toward Ararat summit. (Rail Photo Service, S. K. Bolton, Jr., Jean Banta Collection)

The Delaware And Hudson Company

D & H Superpower Challenger No. 1524, on one of its many hey-day trips with freight and anthracite coal for Canada and the north country. It is seen here passing under the Erie Railroad's Starrucca Viaduct at Lanesboro, Pennsylvania, headed for Ararat Summit and the Lackawanna Valley beyond. Built in 1942, Super-Challenger No. 1524 made her last appearance in August 1953 when the Delaware and Hudson Company converted entirely to Diesel power. (Robert F. Collins collection)

The Delaware And Hudson Company

King George VI and Queen Elizabeth visited the United States in the summer of 1939 and then boarded this special train in New York for an overnight trip to Canada. Two exceedingly sleek Delaware and Hudson Pacific 600's, on the front of the train, wait on D & H rails at Delson, Quebec, where the train will be turned over to the Canadian Pacific Railroad, and their celebrated Royal Hudson No. 2850. (Leonard A. Seton collection)

Often distinguished patrons traveled on the Delaware and Hudson railroad including President Roosevelt, but none was more revered than Winston Churchill, who in 1941 rode a Special D & H train, pulled by one of the great P-class Pacifics, enroute to Canada after a visit to Washington seeking aid from Congress and the people of the United States against Hitler's air attacks.

In 1943, 15 big dual-service Alco-built 4-8-4 K-class Northerns with 75-inch drivers, the largest ever to roll on D & H rails, joined the 35 Challengers and the famous fleet of Consolidations on the road. The 4-8-4's performed equally well on a heavy string of Pullmans making up the Montreal Limited, or on fast manifest freights.

World War II brought recognition to the cherished plans of Thomas C. Durant (1820-1885) for his Adirondack Railway, at least in part. The original aim of the project, back in 1857, was to tap the rich iron ore deposits in the heart of the Adirondack mountains at Sanford Lake, then continue on to the shores of Lake Ontario at Sackets Harbor west of Watertown. But many problems and the difficult hard-rock construction required on the route only allowed the rails to reach North Creek. There they terminated for almost a century. World War II and titanium finally brought the railroad to the shores of Sanford Lake.

The Adirondack ore deposit had been known for some time to the National Lead Company and in 1941, they purchased the property. The first load of ilmenite ore concentrate rolled out by truck in July of 1942 for rail loading at North Creek. It soon became evident that if the full potential was to be realized a railroad would be needed. In 1942, under contract for the operation of the line on

behalf of the government agency and the National Lead Company, the D & H began building the first new railroad seen in New York State in several decades. The first train of ore wound its way down the mountain to North Creek and the outside world on June 19, 1944. It was on this line that a harbinger of the future appeared. The first ore train out of the so-called MacIntyre development rolled behind a 1000 horsepower Diesel Locomotive, No. 3000, built by Alco the previous month. It didn't take long for the Diesel to establish a foothold on the D & H, even though the company had coal mines of its own and had long been a show place of steam locomotives, which it had in fact introduced to America in the form of the Stourbridge Lion. Even more than its inherent power and effectiveness, it was the great efficiency of the Diesel that convinced other roads as well as the D & H of its value.

In November of 1946, the first 1500 horsepower Diesel Locomotive, No. 4000, came to the D & H from Alco, and by 1952, just six years later, the Delaware and Hudson Railroad was 100 percent Dieselized.

The Delaware And Hudson Company

In the early 1950's it was not uncommon to see two or three 1500 HP D & H Diesels leading a big Challenger up the Richmondville, Ararat, or Belden hills. (Rail Photo Service, G. C. Corey)

That wonderful age of steam locomotives on the D & H from 1860 to 1953 was now history. Engine No. 300 of the K-class northerns, built in 1943, was one of the last to be moved to the ash pit at Colonie, and later into the roundhouse where several of her dead sisters, the remnants of the faithful 600-Class Pacifics, and a few 2-8-0's and 0-8-0's, were awaiting the scrap heap. By the end of 1953 all remaining steam locomotives were scrapped.

On January 1, 1955, the D & H bought the Erie's 34.6 mile Jefferson Branch from Carbondale to Jefferson Junction, and in turn granted trackage rights to the Erie until 2015.

In 1956 two-way radios were installed in most of the locomotives, yard offices, and cabooses, which greatly improved the efficiency, and simplified all aspects of the operations, both yard and road. Now the coupling of cars could be accomplished, at any distance away, as easily as if engineer was right next to the brakeman.

On the last day of 1959, Joseph H. Nuelle retired from active duty as chairman of the board of the Delaware and Hudson Company and its subsideraries after 21 years of service to the Company. During his years with the D & H, first as president from May 1938, until September 1954, and thereafter as chairman, he accomplished the entire rebuilding of the railroad; an almost complete turnover in its freight car equipment; its complete Dieselization; a vast reduction in debt and a resumption of dividends. His accomplishments certainly placed him in a category with the great L. F. Loree and Thomas Dickson.

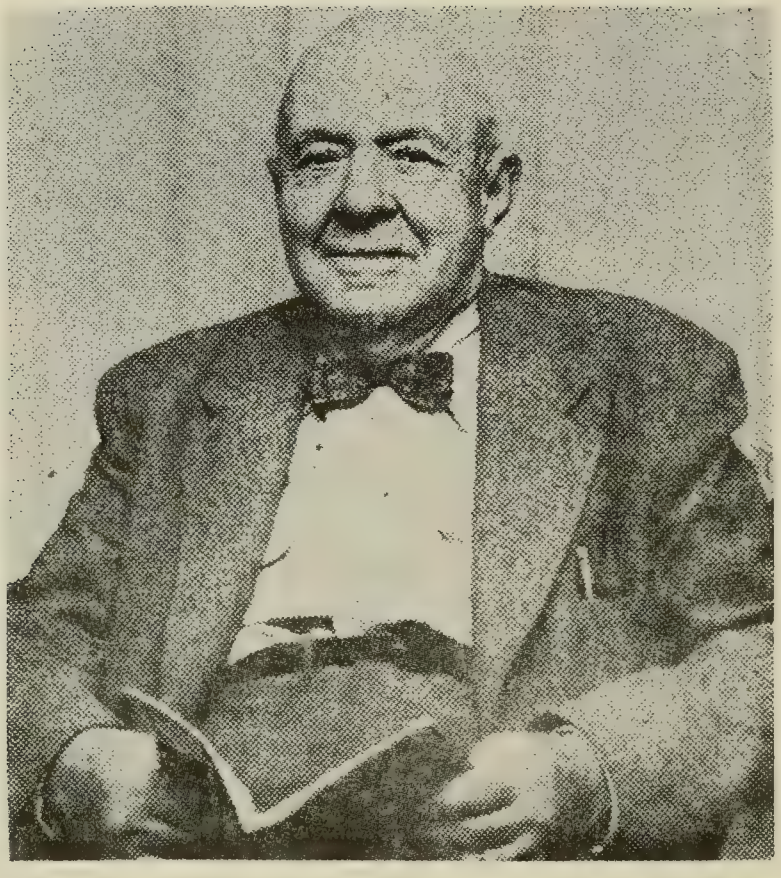
The D & H Binghamton train made its last run on January 24th, 1963.

After mining and marketing anthracite coal for

135 years by its predecessors and itself, the Hudson Coal Company was sold on November 21, 1960, along with all its assets, physical property, name, and good will to the Blue Coal Corporation of Maine, a subsiderary of the Glen Alden Coal Company. Underground mining was suspended but the processing plants continued to prepare coal from other sources, thereby continuing to originate shipments for the D & H trains. At the close of 1954, the D & H system consisted of 1652 miles of track. Upon completion of Centralized Traffic Control installation in 1965 (now referred to as a Traffic Central System, TCS) this trackage amounted to only 1328 miles.

The whole story of the D & H in the latter years of the new era can be summed up by saying, "technology along with tight management were able to keep pace--or perhaps even keep one step ahead--of ever-rising costs.

Early in 1967 occurred what might well be considered a motive power revolution of sorts, at least for the D & H. Six big General Electric U30-C, 3000 horsepower units rolled onto the property and numbered in the 700 series, had the distinction of being the first non-Alco-built locomotive on the Delaware and Hudson in well over a century.



1873 - 1963

C. A. Morgan, 90, Dies; Retired D&H Official

C. A. Morgan, 90, retired superintendent of the Pennsyvania Division of the Dalaware & Hudson Railroad, died Wednesday at the home of his daughter, Mrs. Walter E. Larkin, 320 W. Market St., after an illness.

Mr. Morgan retired in 1950 as head of the division which had its offices on N. Main Street, Carbondale. In recent years the division was discontinued and its offices combined by the carrier.

Mr. Morgan spent 62 years as a railroader, 57 of these with the D&H. After his retirement, he was presented with a gold, lifetime pass by the carrier. Commenting on the tribute, Mr. Morgan, recognizing the shrunken condition of railroading, observed that while the pass was a lovely thing, it would be niece if there were some passenger trains on which it could be used.

Mr. Morgan took his first railroad job in 1888 at the age of 15 as a telegrapher on the Utica Division of the Lackawanna Railroad. He later came to Carbondale to join the Erie Railroad, then joined the New York Central at Utica, N.Y. In 1893 he returned to Carbondale to work for the D&H and remained with the carrier until his retirement in 1950.

Mr. Morgan advanced successively through offices in the transportation service. He was assistant train dispatcher, chief train dispatcher, trainmaster, act" ing superintendent and finally diision superintendent.

He was with the Pennsylvania Division at a time when some 33 freight and coal train crews operated north out of Carbondale and hauled 28 daily trains laden with coal and freight. During his tenure, two passengers trains daily pulled out of Carbondale north to Nineveh, N.Y., there to connect for Albany, Lake Champlain, Lake Placid and Canadian points. There were 28 trains daily between Carbondale and Wilkes-Barre.

While Mr. Morgan supervised the division, excursion trains plied daily between Carbondale and Lake Lodore from Memorial Day to Labor Day. On some days eight and nine trains carried as many as 3,000 to 4,000 people to the once popular resort. There were 28 anthracite producing operations on the division at the time.

Mr. Morgan was long a resident of Carbondale an dbuilt a home in that city in 1894. Since his retirement, he had spent winters in Orlando, Fla., and summers at Elk Lake, Wayne County. The lake at one time had been D&H property and was acquired as a "feeder" body of water for the old D&H Canal, down which coal barges were floated from Honesdale to the Delaware River. The lake was never used for canal purposes, however, and eventually was sold by the railroad.

Born in North Brookfield, N.Y., he was a member of St. Rose of Lima Church, and its Holy Name Society, and was a former president and director of Liberty Discount Savings Bank, Carbondale.

Surviving are three daughters, Mrs. Charlotte Larkin, wife of Dr. Larkin, with whom he resided; Sister M. Alma Marie, Immaculate Heart of Mary, Sacred Heart Convent, New York City, and Mrs. Elizabeth Larkin, wife of Dr. Frank L. Larkin, this city; a grandson, Dr. Albert P. Morgan, Carbondale; two stepdaughters, Mrs. Harold Moran, Carbondale, and Mrs. John Moffat, Summerville, N.J.

"The D. & H."

Delaware & Hudson Railroad.

COMMENCING

July 5th, 1897

TRAINS WILL LEAVE AS FOLLOWS:

PENNSYLVANIA DIVISION.

TRAINS GOING SOUTH.

	62-22	2	52	4
Leave—a.m.		p.m.	p.m.	p.m.
Nineveh	9.35	2.10	12.25	7.55
Center Village	9.52	2.16	12.50	8.01
East Windsor	10.17	2.25	1.17	8.10
Windsor	10.34	2.32	1.35	8.17
State Line	....	....	....	....
Lanesboro	11.17	2 47	2.22	8.32
Jefferson Junction	11.25	2.50	2.55	8.35
Stevens Point	†11.35	....	†3.04	†8.38
Starrucca	12.01	3.03	†3 28	8.48
Thompson	12.21	3.11	†3.45	8.56
Ararat Summit	12.46	3.21	†4.07	9.06
Herrick Center	1.20	3.34	†4.37	9.19
Uniondale	1.30	3.38	†4.45	9.2[illegible]
Forest City	1.56	3.47	†5.10	9.32
Carbondale	2 25	4.00	5.35	9.47
Scranton	3.25	4.37		10.28
Wilkesbarre	4.20	5.23		11.15
Arrive—p.m.		p.m.		p.m.

TRAINS GOING NORTH.

	1		3	
Leave—a.m.			p.m.	
Wilkesbarre	5.35		1.30	
Scranton	6.20		2.20	
Carbondale	7.00		3.05	
Forest City	7.12		3.16	
Uniondale	7.22		3.27	
Herrick Center	7.26		3.31	
Ararat Summit	7.39		3.45	
Thompson	7.48		3.55	
Starrucca	7.56	47	4.03	59
Stevens Point	†8.06	a.m.	†4.13	p.m.
Jefferson Junction	8.10	9.45	4.17	5.55
Lanesboro	8.13	9.53	4.20	†6.02
State Line	....	....	....	....
Windsor	8.30	10.49	4.37	†6.37
East Windsor	8.36	11.08	4.44	†6.51
Center Village	8.45	11 35	4.53	†7.11
Nineveh	8.51	11.53	5.00	7.25
Arrive—a.m.		a.m.	p.m.	p.m.

† Stops on signal.

H. W. CROSS, Dist. Pass'r Agt., Scranton, Pa.

SUSQUEHANNA DIVISION.

TRAINS GOING WEST.

	1	5	3*	7	17	15
Leave—a. m.		p. m.	p. m.	a. m.	p.m.	a.m.
Albany	7.00	4.00	11.15	10.00		
Cobleskill	8.50	5.23	12.45	11.30		6.50
Worcester	9.42					7.26
Schenevus	9.56		1.26			7.36
Junction	10.20	6.17		12.28		7.55
Colliers	10.23					7.58
Oneonta	10.45	6.39	1.55	12.55	3.00	8.15
Otego	11.03	6 52			3.25	8.28
Unadilla	11.23	7.06			4.00	8.46
Sidney	11.36	7.19	2.39	1.32	4.15	9.00
Bainbridge	11.50	7.28		1.45	4.32	9.10
Afton	12.05	7.39		1.54	4.51	9.21
Nineveh	12.20	7.50		2.05	5.07	9.31
Harpersville	12 28				5.11	9.34
Binghamton	1.50	8.35	3.45	2.50	6.35	10.23
Arrive—p. m.		p. m.	a. m.	p. m.	p. m.	a. m

TRAINS GOING EAST.

	2	4	6*	8*	18	16
Leave—a. m.		p. m.	p. m.	a. m.	a. m.	p. m.
Binghamton	8.10	1.10	4.15	1.50	6.05	6.40
Harpersville	8.52	1.56			7.31	7.44
Nineveh	8.56	1.59	5.03	2.37	7.43	7.52
Afton	9.05	2.09	†5.11		8.00	8.0[illegible]
Bainbridge	9.16	2.20	†5.19	2.58	8.25	8.24
Sidney	9.28	2.31	5.30	3.08	9.00	8.45
Unadilla	9.36	2.40	5.38	3.16	9.18	8.58
Otego	9.44	2.58	†5.54	3.34	9.49	9.26
Oneonta	9 52	3 25	6.25	3.55	12 30	9.45
Colliers	10.15	3.35			p .m.	9.57
Junction	10.28	3.39	6.37			10.00
Schenevus	10.43	3.56	6.52	4.23		10.20
Worcester	10.52	4.05		4.31		10.30
Cobleskill	11.25	4.41	7.31	5.05		11.25
Albany	12.55	6.15	8.50	6.35		
Arrive—p. m.		p. m.	p.m.	a. m		

*Run Sundays.

†Stop to discharge passengers only.

Time tables showing local and through train service between stations on all divisions of the D. & H. system, may be obtained at all D. & H. ticket offices.

J. W. BURDICK, Gen. Pass'r Agt., Albany, N. Y.

The Delaware and Hudson Company,

Pennsylvania Division.

Office of the Trainmaster.

CARBONDALE, PA., Sept, 27, 1913

TO PASSENGER CONDUCTORS AND ALL CONCERNED:—

Effective Sunday, Sept. 28, 1913 and until further notice, the runs of the several passenger crews will be re-arranged as follows:

Run No. 1—Train No. 502 Carbondale to Wilkes-Barre
" " 505 Wilkes-Barre to Carbondale
" " 518 Carbondale to Wilkes-Barre
" " 521 Wilkes-Barre to Carbondale

Run No. 2—Train No. 506 Carbondale to Wilkes-Barre
" " 515 Wilkes-Barre to Carbondale
" " 526 Carbondale to Wilkes-Barre
" " 523 Wilkes-Barre to Carbondale

Run No. 3—Train No. 516 Carbondale to Wilkes-Barre
" " 517 Wilkes-Barre to Carbondale
" " 528 Carbondale to Wilkes-Barre
" " 525 Wilkes-Barre to Carbondale

Run No. 4—Train No. 520 Carbondale to Wilkes-Barre
" " 519 Wilkes-Barre to Carbondale
" " 530 Carbondale to Wilkes-Barre
" " 527 Wilkes-Barre to Carbondale

Run No. 5—Train No. 501 Wilkes-Barre to Carbondale
" " 510 Carbondale to Wilkes-Barre
" " 509 Wilkes-Barre to Carbondale
" " 522 Carbondale to Wilkes-Barre

Run No. 6—Train No. 503 Wilkes-Barre to Carbondale
" " 512 Carbondale to Wilkes-Barre
" " 513 Wilkes-Barre to Carbondale
" " 524 Carbondale to Wilkes-Barre

Run No. 7—Train No. 507 Wilkes-Barre to Nineveh
" " 504 Nineveh to Wilkes-Barre

Run No. 8—Train No. 511 Wilkes-Barre to Nineveh
" " 508 Nineveh to Wilkes-Barre

Run No. 9—Train No. 541 Honesdale to Carbondale
" " 540 Carbondale to Honesdale
" " 543 Honesdale to Carbondale
" " 542 Carbondale to Honesdale
" " 545 Honesdale to Carbondale
" " 544 Carbondale to Honesdale

SUNDAY TRAINS

Run No. 10—Train No. 532 Carbondale to Wilkes-Barre
" " 533 Wilkes-Barre to Carbondale
" " 520 Carbondale to Wilkes-Barre
" " 535 Wilkes-Barre to Carbondale

Run No, 11—Train No. 514 Carbondale to Wilkes-Barre
" " 537 Wilkes-Barre to Carbondale
" " 536 Carbondale to Wilkes-Barre
" " 527 Wilkes-Barre to Carbondale

Run No. 12—Train No. 529 Wilkes-Barre to Carbondale
" " 516 Carbondale to Wilkes-Barre
" " 515 Wilkes-Barre to Carbondale
" " 534 Carbondale to Wilkes-Barre

Run No. 13—Train No. 531 Wilkes-Barre to Carbondale
" " 518 Carbondale to Wilkes-Barre
" " 539 Wilkes-Barre to Carbondale
" " 538 Carbondale to Wilkes-Barre

Run No. 14—Train No. 514 Nineveh to Carbondale
" " 535 Carbondale to Nineveh

Run No. 15—Train No. 546 Carbondale to Honesdale
" " 547 Honesdale to Carbondale
" " 548 Carbondale to Honesdale
" " 549 Honesdale to Carbondale

Conductor E. Skeels and crew are assigned to Run No. 1
" W. Histed and crew are assigned to Run No. 2
" H. E. Johnson and crew are assigned to Run No. 3
" J. M. Harvey and crew are assigned to Run No. 4
" D. R. Nicol and crew are assigned to Run No. 5
" W. H. Kennedy and crew are assigned to Run No. 6
" H. O. Knapp and crew are assigned to Run No. 7
" L. K. Cook and crew are assigned to Run No. 8
" J. J. Ward and crew are assigned to Run No. 9

SUNDAY TRAINS

Conductor Skeels Histed, Johnson and Harvey with their respective crews will work week about on Runs Nos. 10, 11 and 15 as follows;

First week,	Johnson	Run No. 10,		Harvey	No. 11,	Histed	No. 15
Second "	Skeels	"	"	Harvey	" "	Johnson	" "
Third "	Skeels	"	"	Johnson	" "	Histed	" "
Fourth "	Skeels	"	"	Harvey	" "	Histed	" "
Fifth "	Same as first week.						

Conductor Nicol, Kennedy Knapp and Cook with their respective crews will work week about on Runs Nos. 12 and 13 as follows;

First week,	Knapp	Run No. 12,		Cook	No. 13		
Second "	Nicol	"	"	extra crew	"	"	
Third "	Kennedy	"	"	Cook	"	"	
Fourth "	Knapp	"	"	extra crew	"	"	
Fifth "	Nicol	"	"	Cook	"	"	
Sixth "	Kennedy	"	"	extra crew	"	"	

C. A. MORGAN, Trainmaster.

The Delaware and Hudson Company,

Pennsylvania Division.

Office of the Trainmaster.

CARBONDALE, PA., Sept, 27, 1913

TO PASSENGER CONDUCTORS AND ALL CONCERNED:—

Effective Sunday, Sept. 28, 1913 and until further notice, the runs of the several passenger crews will be re-arranged as follows:

Make up of Trains on Time Table No. 13, Effective Sunday, Sept. 28, 1913.

Run No. 1—One baggage car
One smoker
One coach
One extra coach in trains 518 and 521
One sleeper Wilkes-Barre to Green Ridge in train 505

Run No. 2—One combination mail and baggage car
One smoker
Two coaches
Three extra coaches Carbondale to Scranton in train 506
One sleeper Green Ridge to Wilkes-Barre in train 526

Run No. 3—One combination mail and baggage car
One smoker
Two coaches
One express car Wilkes-Barre to Carbondale in train 517

Run No. 4—One combination mail and baggage car
One smoker
Two coaches
One extra smoker in trains 520 and 519

Run No. 5—One baggage car
One smoker
Two coaches
One extra combination mail and baggage car Wilkes-Barre to Carbondale in train 501

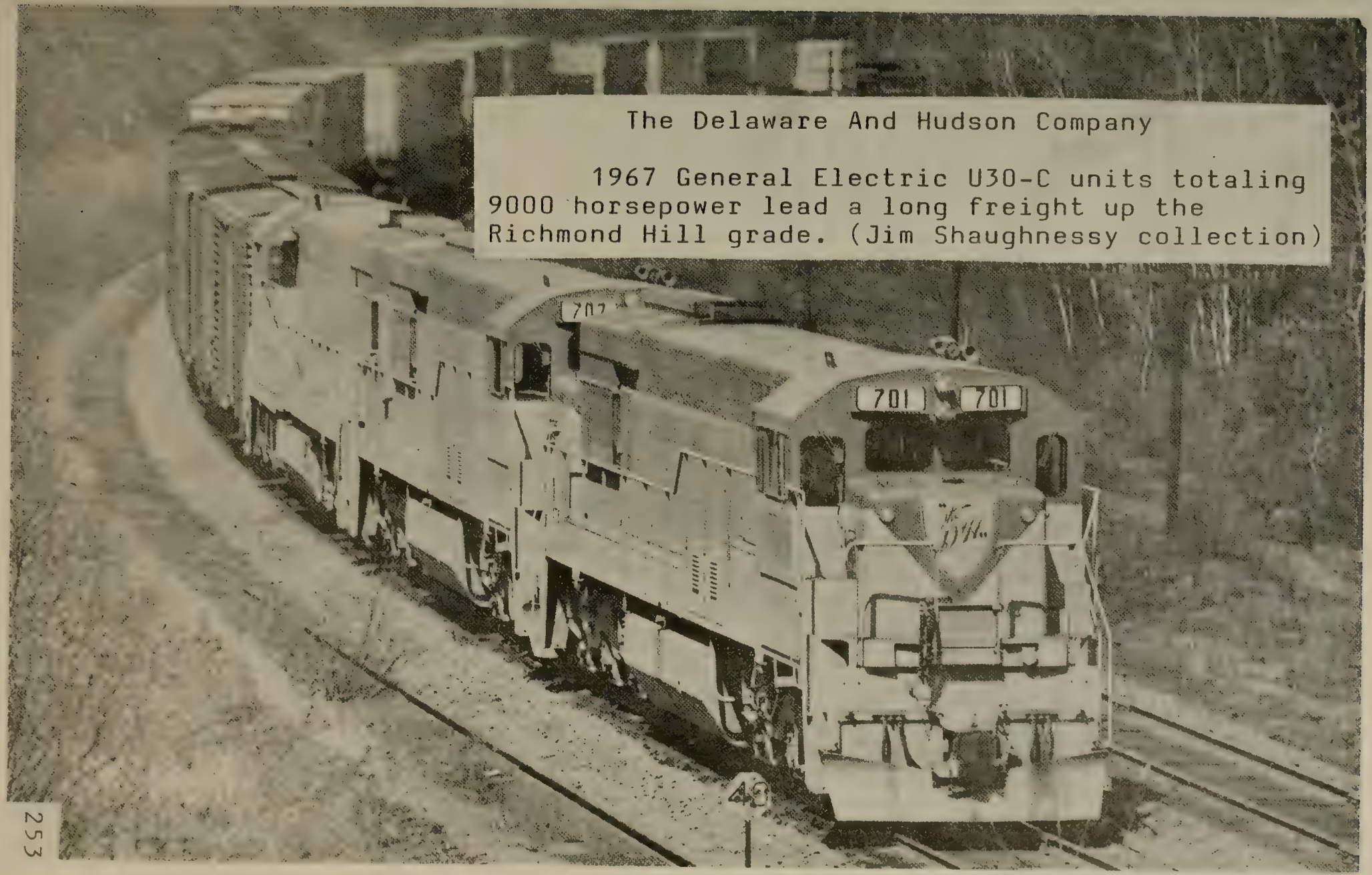
Run No. 6—One combination mail and baggage car
One smoker
Two coaches
One express car Wilkes-Barre to Carbondale in train 503.

Run No. 7—One baggage car Wilkes-Barre to Carbondale in train 507
One combination mail and baggage car Carbondale to Nineveh in train 507
One express car Carbondale to Nineveh in train 507
One smoker
One coach
One express car Nineveh to Wilkes-Barre in train 504
One dead head baggage car Carbondale to Wilkes-Barre in train 504
One extra coach Carbondale to Wilkes-Barre in train 504

Run No. 8—One baggage car
One smoker
One coach
One extra coach Carbondale to Wilkes-Barre Saturdays in train 508
One express car Carbondale to Nineveh in train 511
One express car Nineveh to Wilkes-Barre in train 508

Each train to take on additional extra coaches at Scranton as required.

C. A. MORGAN, Trainmaster.



The Delaware And Hudson Company

1967 General Electric U30-C units totaling 9000 horsepower lead a long freight up the Richmond Hill grade. (Jim Shaughnessy collection)

On September 16, 1967, two big General Motors, 3600 horsepower, 20-cylinder units went to work for the D & H and performed so well on the Binghamton-Mechanicville run that the D & H decided to buy these two units plus another in October 1967. The big General Motors units will be numbered in the 800 series. Thus in less than a year, the D & H departed from its traditional Alco preference and now operates power from all three locomotive builders, Alco, General Electric, and General Motors.

Nothing remains static. Change is inevitable. The whole railroad business from its beginning has been one of merger, amalgamation, readjustment and change. The D & H itself can certainly be described in such terms. Obviously no one can see into the future. The Delaware and Hudson name may in time disappear from view--but it will never be forgotten.

THE DELAWARE AND HUDSON COMPANY

FOUNDERS

Maurice Wurts	4/23/1823
William Wurts	4/23/1823

PRESIDENTS

Philip Hone	3/11/1825-- 1/21/1826
John Bolton	1/21/1826- 4/13/1831
John Wurts	4/13/1831-- 3/15/1858
George T. Olyphant	3/15/1858-- 5/10/1869
Thomas Dickson	5/13/1869-- 7/31/1884
Robert M. Olyphant	10/24/1884-- 5/13/1903
David Wilcox	5/13/1903-- 4/10/1907
Leonor F. Loree	4/10/1907-- 3/31/1938
Joseph H. Nuelle	5/16/1938-- 9/30/1954
William White	9/30/1954--12/31/1966
John P. Hitlz, Jr.	1/ 1/1967-- 8/ /1967
Frederic C. Dumaine, Jr.	8/ 1/1967--

THE DELAWARE AND
THE DELAWARE AND HUDSON RAILROAD

LOCOMOTIVE TYPES

DOWN THROUGH THE YEARS

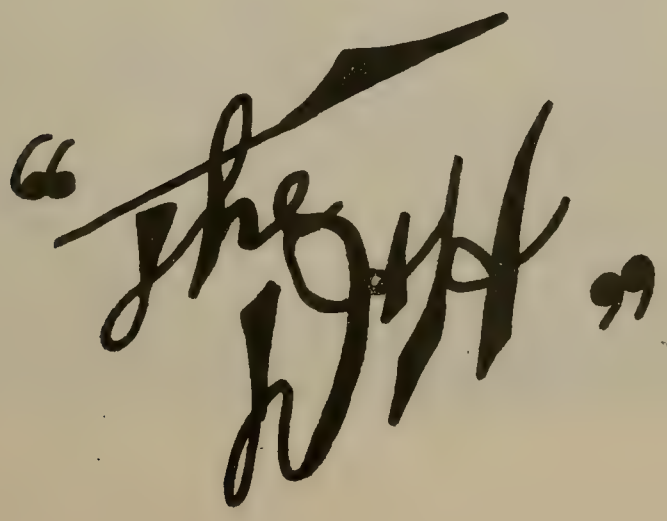
Motive power, one of the greatest single accomplishments in the history of the Delaware and Hudson Railroad Company, began with the Stourbridge Lion back in 1829. After the Major Sykes was built in 1860, and the Lackawanna in 1862, one of the major quests of the D & H was bigger, better, and stronger locomotives to serve its traffic needs, in both coal transportation and passenger service. By the mid-1880's practically all of the primitive American type locomotives on the D & H had been replaced by medium size Moguls that became the backbone of the motive power fleet until the late 1890's.

Although the first 2-8-0 Consolidation was built in 1882, the great period of Consolidations started in 1898. In 1902, the Dickson Manufacturing Company of Scranton, Pennsylvania, builders of 1387 fine American locomotives since 1862, was purchased by the American Locomotive Company (Alco). By 1907, 2-8-0 Consolidations had largely replaced all of the Moguls in main line service. The first 1000's (ten hundreds) were double-cab engines, but later models, from the 1025 (ten twenty five), were built with a single-cab. Double-cab locomotives were introduced in 1886 with the advent of the wide Wooten firebox designed to use anthracite coal.

The first group of 0-8-8-0 Mallet articulated compounds appeared in 1910. These Mallets were considered the most powerful locomotives of that time. Twenty years later, in 1930, the Mallet was modernized in styling and its

tractive effort increased. The elephant ear Pacifics made their appearance in 1931, and the powerful J-class Challengers were developed and put into service in 1940, and they were considered the most handsome engines ever built. The K-class Northerns were built in 1943, stylish enough for the Montreal limited passenger trains and rugged enough for heavy tonnage freight runs.

Diesel-powered locomotives appeared on the D & H's North Creek line June 19, 1944, and it didn't take long after that historical day for the Diesel to establish its inherent power, effectiveness, and great efficiency. By 1953, just nine years later, all steam locomotives on the D & H were either transferred, sold, or scrapped. In 1946, the company expanded its motive power from 1000 horsepower Diesel Yard switchers to 1500 and 1600 horsepower road switchers. Fourteen years later, in 1960, 1800 horsepower Diesel's made their appearance, and by 1964, Diesel-powered locomotives with 2750 horsepower were pulling heavy tonnage freight trains over Ararat summit. In 1967, the Delaware and Hudson Company began using General Electric's U30-C locomotives with 3000 horsepower, and on September 16, 1967, two big General Motors 3600 horsepower units went to work for the D & H.

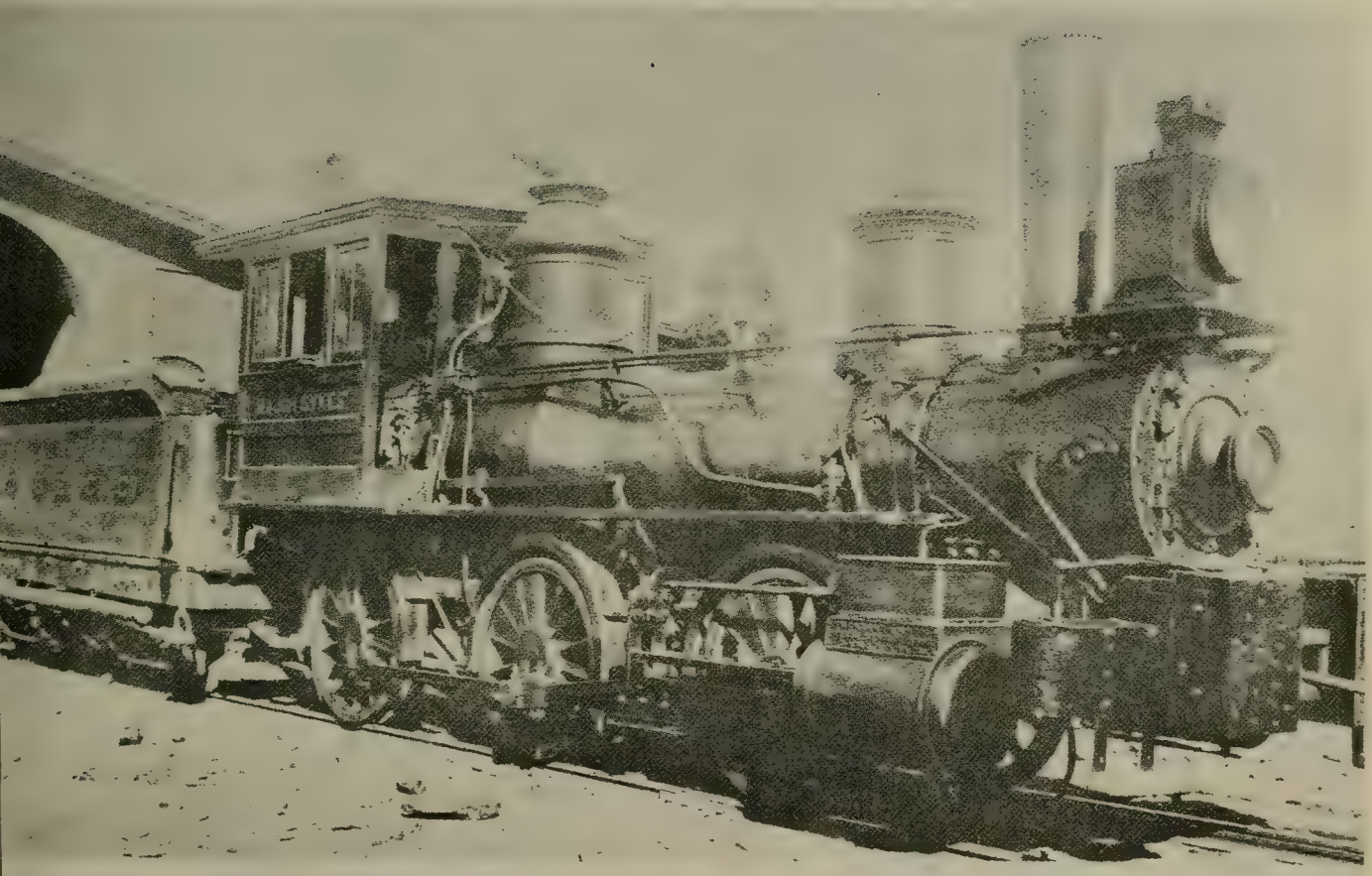


The Delaware And Hudson Company
Stourbridge Lion
1829

The "LION", the first locomotive to be operated on a regular railroad in America, made its historic trip, on the Delaware and Hudson Canal Company's line, from Honesdale to Seelyville, and return, on August 8, 1829. Young Horatio Allen was the engineer. (D & H collection)

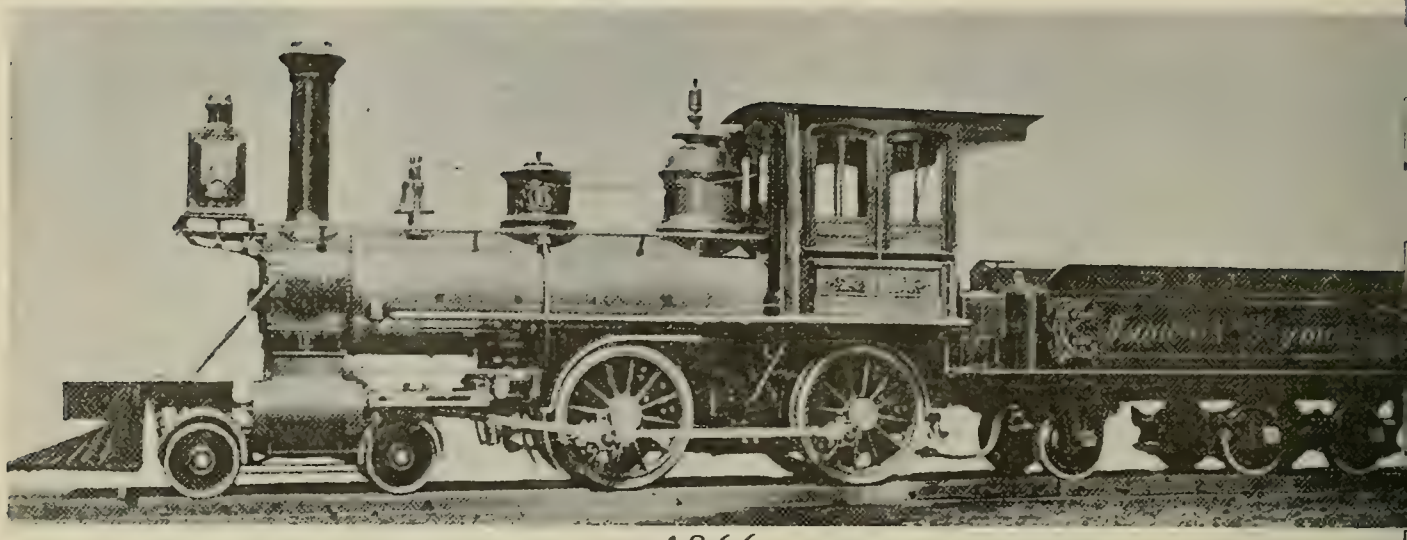
Horatio Allen

HORATIO ALLEN the first locomotive engineer in America, was important in the development of the Delaware and Hudson Canal during the early years of the canal and the gravity railroad. (D & H collection)



THE MAJOR SYKES

First steam locomotive built for the D & H Canal Company in 1860. Originally an 0-4-0, it was wrecked in 1871 and rebuilt as an 0-6-0 in 1872. (D & H collection)



1866

The Delaware And Hudson Company

The ISAAC N. SEYMOUR at Valley Junction pushing a cut of coal cars to the foot of plane 23 to be pulled north to Carbondale, Pennsylvania. (G. M. Best collection)

The Delaware And Hudson Company
Mogul Number 203
Albany Station
New York
1876

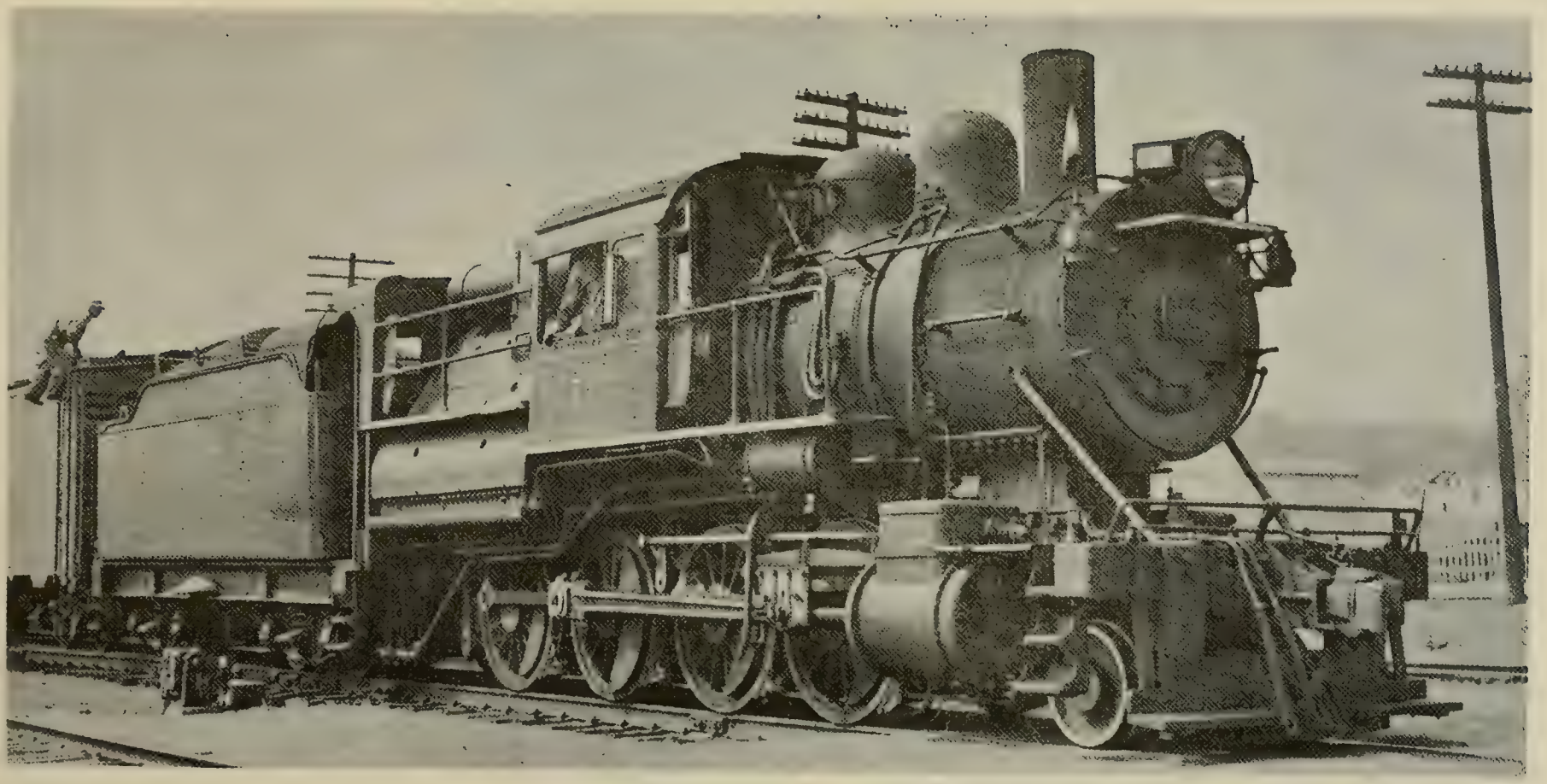
The Delaware And Hudson Company
Mogul Number 80
Carbondale Yard
1888

The Delaware And Hudson Company
Engine Number 362
4-4-0
1899

PRESIDENT THEODORE ROOSEVELT'S SPECIAL TRAIN, waiting at North Creek station, New York, on the night of September 13, 1901. PRESIDENT WILLIAM MC KINLEY had died the night before from an assassin's bullet. (Adirondack Museum collection)

Ten-Wheeler No. 506 battles up the short grade just outside Fort Edward on the Lake George branch with a section of the northbound *Laurentian* that ran directly from New York to Lake George in the summer season. It is July 2, 1949 and the train is especially heavy with both summer campers and excursionists for the Independence Day holiday. Maximum boiler pressure was required at this point and a feather of steam emerges from the lifted pop vales. *(Donald W. Furler)*

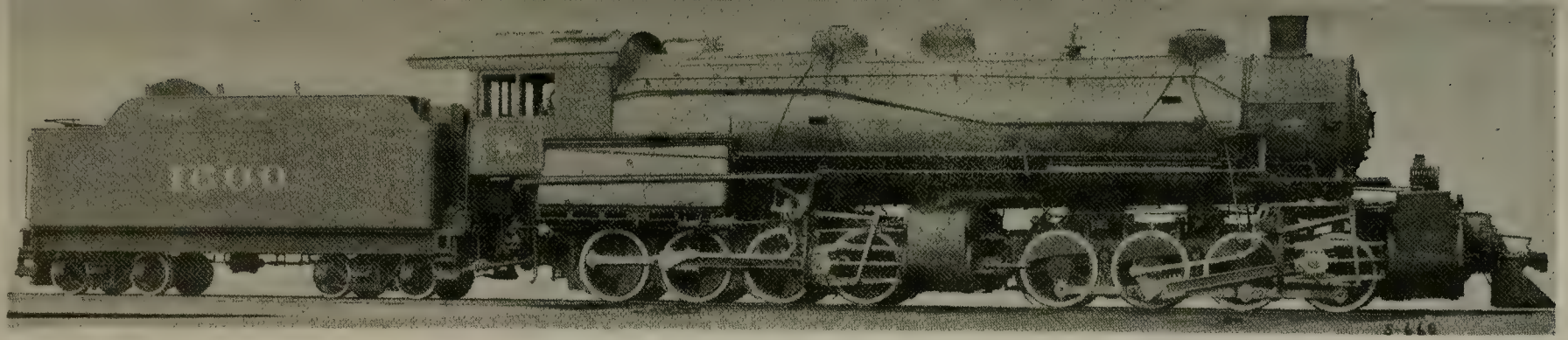
The Delaware And Hudson Company
Camelback Engine
Number 550
1907



The Delaware And Hudson Company
Construction Engine
Number 715
1899
(G. M. Best Collection)

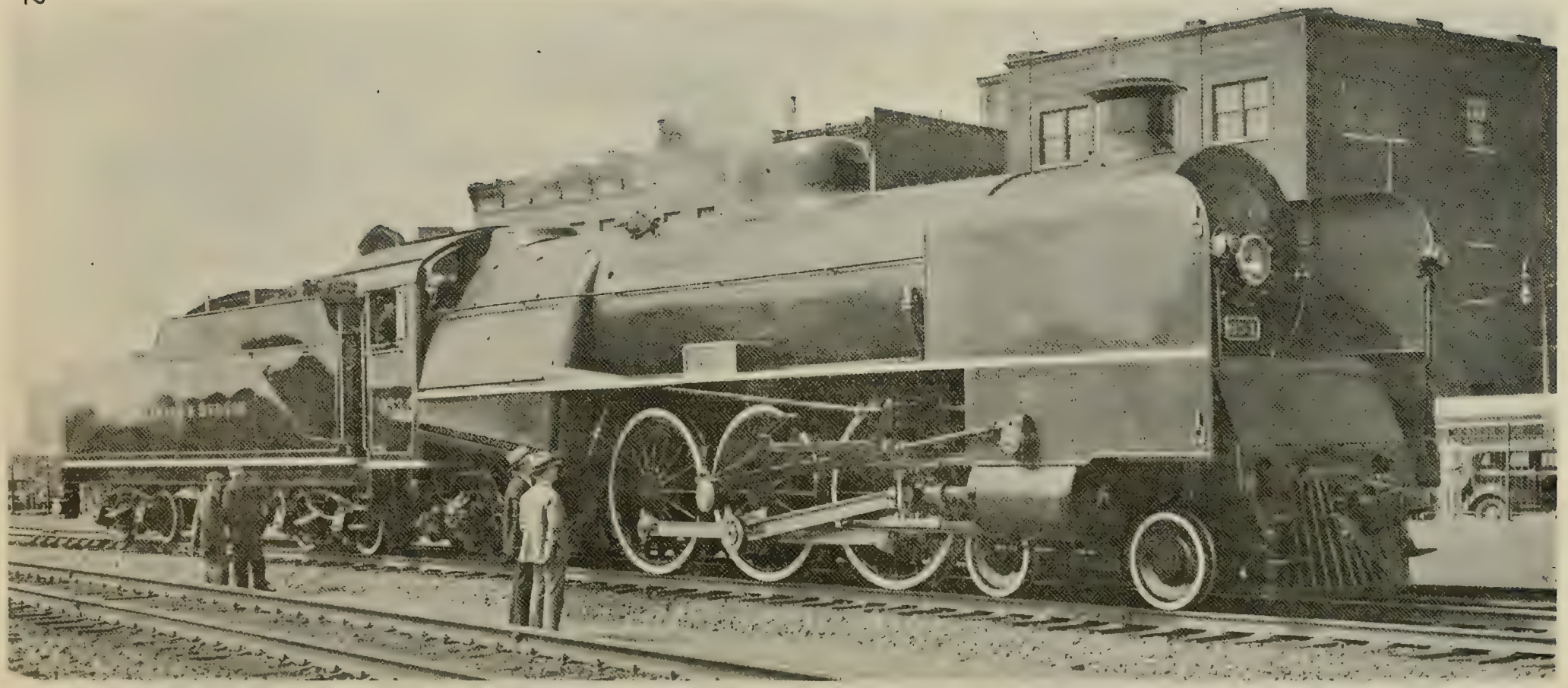
The Delaware And Hudson Company
Consolidation Engine
Number 1030
1908
(Philip R. Hastings Collection)

The Delaware And Hudson Company
Consolidation Engines
Number 1208 right, 1213 and 1217
1918
(Robert F. Collins Collection)

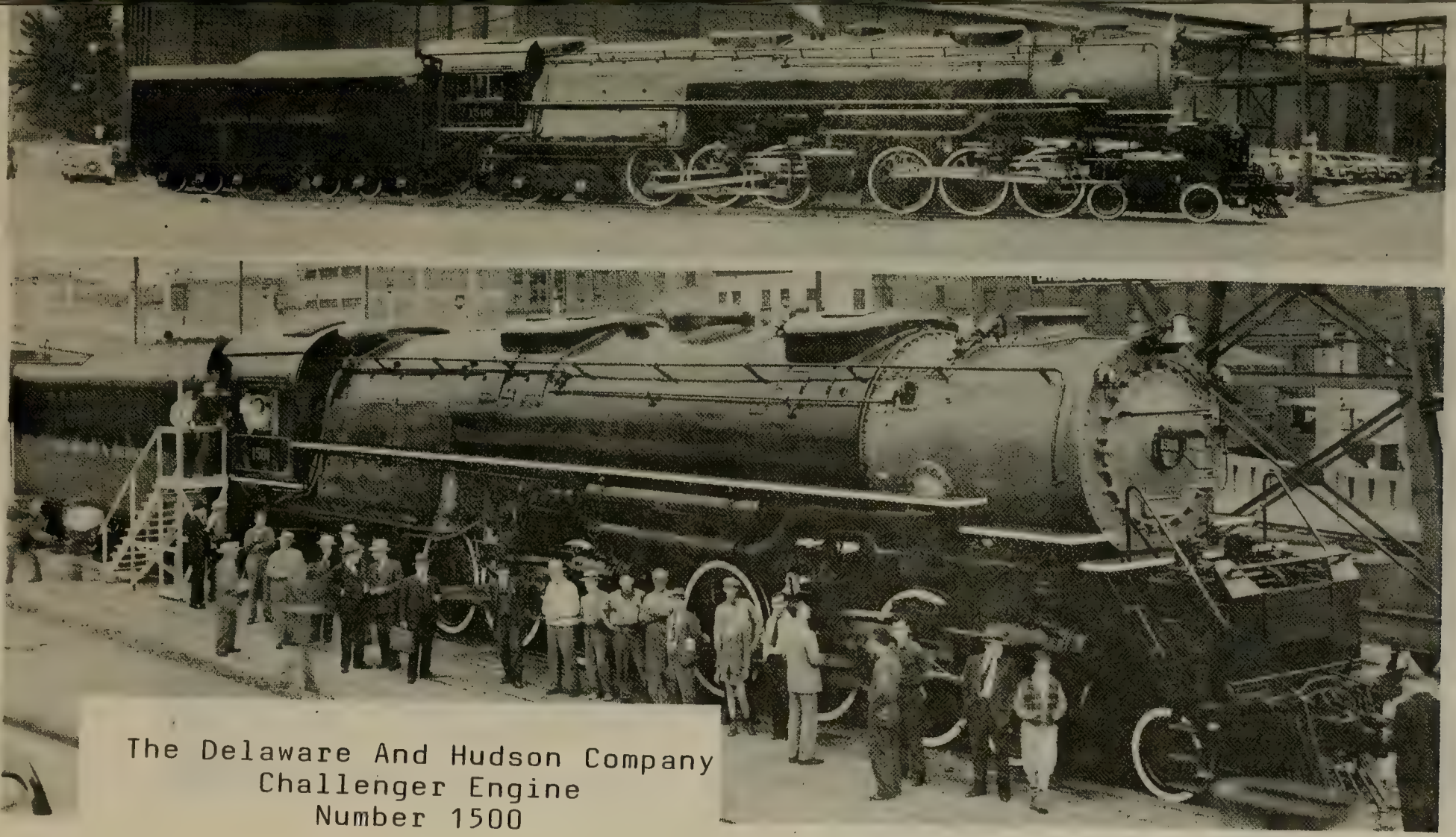


The Delaware And Hudson Company
Mallet Engine
Number 1600
1910

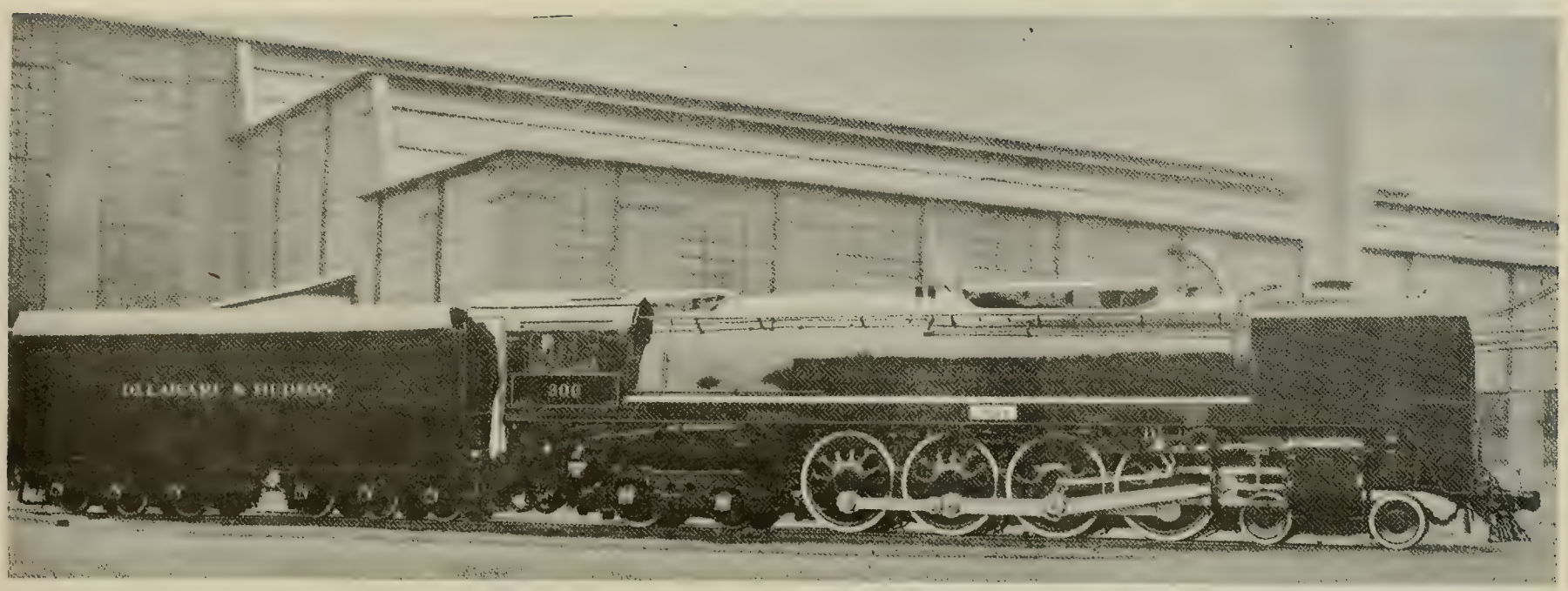
The Delaware And Hudson Company
Mallet Engine
Number 1610
1930



The Delaware And Hudson Company
Pacific Engine
Number 653
1931



The Delaware And Hudson Company
Challenger Engine
Number 1500
1940
And
Challenger Engine
Number 1501
1940



The Delaware And Hudson Company
Northern Engine
Number 300
1943

The Delaware And Hudson Company
Diesel Yard Switcher Engine
Number 3044
1950

The first D & H diesel yard switcher engine number 3000, 1000 horse-power, was built in May of 1944 (Jim Shaughnessy Collection).

The Delaware And Hudson Company
Diesel Road Switcher Engine RS-3
Number 4075
1952
1600 Horse Power
(Jim Shaughnessy Collection)

The Delaware And Hudson Company
Diesel Road Freight Engines
Century 628
Numbers 609, 606
2750 Horse-Power
(Jim Shaughnessy Collection)

The Delaware And Hudson Company
Diesel Road Switcher Engines RS-11
Numbers 5008, 5016, 5010
1961
1800 Horse-Power
(Jim Shaughnessy Collection)

The Delaware And Hudson Company
Diesel Road Freight Engines
General Electric U30-C
Numbers 704, 703, 702
1967
3000 Horse-Power
(Jim Shaughnessy Collection)

The Delaware And Hudson Company
Diesel Road Freight Engines
General Motors
Numbers 4353, 4352
1967
3600 Horse-Power
(The big General Motors Units to be
renumbered in the D & H's 800 series)

Delaware and Hudson Railway Ending Use Today of Its Downtown Wilkes-Barre Yard

The Delaware and Hudson Railway will end use of its Wilkes Barre yard Friday afternoon as part of its local yard consolidation program.

Local businesses and industries that had received deliveries in the area north of E. Market Street, Wilkes-Barre, will now make pickups off George Avenue, Parsons section of Wilkes-Barre.

A D&H spokesman said all railroad cars still in downtown Wilkes-Barre will be removed Friday afternoon. As of Saturday, the most southern point on the D&H system will be at Conyngham Avenue where the carrier interchanges cars with the Lehigh Valley Railroad.

Conyngham Avenue also is the northern boundary of Wilkes-Barre Redevelopment Authority's $20,000,000 Industrial Park Urban Renewal Project. It is because of this project that the D&H and three other railroads are moving out of the central city area.

Some D&H trackage and facilities have been removed from the Wilkes-Barre yard, and cessation of deliveries in the yard will clear the way for removal of additional trackage.

The D&H spokesman said the Parsons siding is already in use. The last string of freight cars to come into downtown Wilkes-Barre was being unloaded Friday morning, he said, and these cars and any others in the yard will be removed.

Those last cars included some with newsprint for the Wilkes-Barre Publishing Company, a major consignee on the D&H system in Wilkes-Barre. The company and others will now pick up their deliveries at Parsons.

$2,250,000 for Yard

Wilkes-Barre Redevelopment paid $2,250,000 to D&H for its Wilkes-Barre yard. Settlements also were reached with the Lehigh Valley Railroad, for $3,250,000, and the Penn Central Railroad, for $550,000.

Negotiations are continuing with the Erie Lackawanna Railroad and the Lehigh Coal and Navigation Company. The latter company owns the tracks on which the Central Railroad of New Jersey formerly operated in this area.

Eventually, all the railroads will have consolidated Wilkes-Barre yard functions with other yards: D&H, at Hudson; Penn Central, at Buttonwood, and Lehigh Valley, at Coxton.

The Industrial Park project will open up a large portion of downtown Wilkes-Barre to commercial light industrial development. The Downtown Distributor also will run north-south through the city.

Prior to the June, 1972, flood which led to more expensive urban renewal projects, the Industrial Park project was the most costly in Wilkes-Barre.

TIMES LEADER
SEPTEMBER 14, 1973

Kathryn Rebecca[10] Thacher
1887-1964
1903

52 Kathryn Rebecca[10] Thacher (James[9] Peter,
45 Peter[8], Peter[7], John[6], Rev. Peter[5], Rev. Ralph[4], Rev. Thomas[3], Rev. Peter[2], Rev. Peter[1]) born Thursday, April 28, 1887, at Scott Township Lackawanna County, Pennsylvania; she resided at Scott Township, Greenfield Township, Newton Lake, and Carbondale, Pennsylvania; she was a Confectionary Store Proprietor in Carbondale, Pennsylvania; she died in St. Joseph's Hospital on Tuesday, July 14, 1964, and was buried at Clifford, Susquehanna County, Pennsylvania, in the Willow View Cemetery; she was not married.

Kathryn Rebecca[10] Thacher lived with her sister Hazel and her husband Raymond Avery at 93 North Church Street after her father James Peter[9] died in 1920. Her mother Flora also lived with her daughter Hazel. Kathryn Rebecca[10] and her sister Hazel Evelyn[10] were proprietors of the "Thacher and Avery" Confectionary Store on North Church Street from 1921 until 1961 when they closed the store. Kathryn became sick in 1963 and entered the St. Joseph's Hospital. She died there at the age of 77 years.

Hazel Evelyn[10] Thacher
1892-1973
1918

53 HAZEL EVELYN[10] THACHER (James Peter[9], Peter[8],
45 Peter[7], John[6], Rev. Peter[5], Rev. Ralph[4], Rev. Thomas[3], Rev. Peter[2], Rev. Peter[1]) born Monday, October 31, 1892, at Providence, Lackawanna County, Pennsylvania; she was a partner and proprietor of the Thacher and Avery Confectionary Store at 93 N. Church Street in Carbondale; she died January 20, 1973, at the Carbondale Nurshing Home in Carbondale, Pennsylvania; she was married at Carbondale on Monday, March 14, 1921, to Raymond Avery, by Rev. M. S. Godshall of the Methodist Church of Carbondale. Raymond Avery was born at Jermyn, Lackawanna County, Pennsylvania, on Friday, June 11, 1897; he resides at 93 N. Church Street, Carbondale, 1973; he was a son of Isaac Avery and of his wife Ada (Martin) Avery who was born in England. Isaac Avery was a contractor and builder; he was born at Jermyn, Pennsylvania, _____, and died there _____. Ada Avery, born in England in 1873, died Friday, February 17, 1967, at Carbondale, age 94; she was buried at Jermyn, Pennsylvania.

Children: 3 (Avery) 2 sons, 1 daughter
(Not in Thacher line)

ROWLAND JAMES AVERY
born Thursday, Febraury 8, 1923, at Carbondale, Lackawanna County, Pennsylvania; resides at 506 Fern Road, Clarks Summit, Pennsylvania, 1972 (moved to Tennessee June 1973); married Anna Mae Morrel.

ROBERT WESLEY AVERY
born Monday, June 18, 1928, at Carbondale, Pennsylvania; resides at 133 Somershire Drive, Rochester, New York 1973; married Barbara Ann Bailey.

INFANT AVERY
stillborn, Sunday, April 27, 1930, at

Carbondale, Pennsylvania; buried in Thacher grave lot number 28, Scott Valley Cemetery, Montdale, Pennsylvania. No grave marker.

Although Hazel Evelyn[10] Thacher was born at Providence, Pennsylvania, she never actually lived there very long. When she was less than a year old, her father, James Peter[9], moved to Scott Township where he had been farming the year before. Hazel lived in Scott Township until she was almost six years old. In the fall of 1897 her family moved to Newton Lake in Greenfield Township, where her father was developing new farms, and it was here that Hazel started grammer school.

Hazel completed her early schooling at the Greenfield Township schools, and in 1909, when her family moved to Carbondale, Pennsylvania, she studied music and piano. Her father first settled on Dickson Street, and took up employment at the Delaware and Hudson shops, not too far from where he lived. Later, however, he moved his family to a residence at 18 Pike Street. This was in 1911. In 1915 her father retired and spent the rest of his life at their Pike Street home. He died there on Wednesday, July 21, 1920.

James Peter[9] Thacher's widow Flora Jane and her daughters Hazel and Kathryn lived at the Pike Street home for about a year. On Monday, March 14, 1921, Hazel married Raymond Avery, a trainman for the Delaware and Hudson Railroad Company. After their honeymoon, Hazel and her husband opened a confectionery store on North Church Street, at the foot of the Caanan Street hill, in Carbondale. The Thacher and Avery confectionery store was located on the street level, it had an ice cream parlor on one side, and a cigar and cigarette shop on the other. They also sold newspapers, greeting cards, and othere miscellaneous small items. Hazel and her husband, along with her mother

and her sister Kathryn lived on the upper floors of the building, which were quite spacious.

On Sunday, February 4, 1934, Hazel's mother Flora Webb Thacher died. She was buried alongside her husband, in lot number 28 in the Scott Valley Cemetery at Montdale, Pennsylvania.

Hazel, her husband Raymond, and her sister Kathryn were partners and proprietors of the Thacher and Avery confectionery store for some 40 years, until about 1961 when they closed the store as a result of employment problems. Late in 1963, Hazel's sister Kathryn became seriously ill, and she was taken to the St. Joseph hospital in Carbondale. She died on Tuesday, July 14, 1964, and was buried in the Thacher grave lot number 98, Section C, in the Willow View Cemetery, at Clifford, Pennsylvania. A Thacher-Avery gravestone marks her resting place. Kathryn Rebecca Thacher was 77 years of age when she died. She was not married.

10

In 1967 Raymond Avery was honored by officials of the Delaware and Hudson Railroad Company at a dinner in Albany, New York, commemorating his employment service along with fellow workers who have been with the railroad for over 50 years. Ray Avery was presented with a gold pin and pictures documenting the day and his long service with the D & H Railroad.

Ray Avery retired from the railroad in 1970 to assist his wife at home because of her worsening severe arthritis condition, but as time went on he himself became run down and they were both sent to the hospital for a short time in 1972. When Hazel Thacher Avery was released from the hospital in the latter part of 1972, she entered the Carbondale Convalescent Home on the advice of her

doctor. Her husband was also advised to rest. So he spent a short period of time with his son Rowland Avery who lived in Clarks Green, Pennsylvania. After about a month Ray Avery returned home to 93 N. Church Street. From here he visited his wife frequently as it was only a short walk to the convalescent home in downtown Carbondale.

Hazel Thacher Avery died Saturday, January 20, 1973, while she was still a resident of the Carbondale Convalescent Home. She was bureid in the Thacher grave lot number 98 Section C in the Willow View Cemetery, at Clifford, Pennsylvania; Hazel was 81 years old when she died.

Hazel Thacher Avery was a member of the Carbondale Methodist Episcopal Church since 1909, and sang in the church choir for over 30 years, 1968. Her sister Kathryn was also a spirited churchwoman and accompanied Hazel many years until she died in October of 1964. Hazel Thacher was a member of the Order of Eastern Star. She joined the fraternity on February 28, 1918, and received her honorary 50-year pin on February 28, 1968, with fraternal ritual services at her lodge in Carbondale, Pennsylvania.

Raymond Avery
1897-
1918

Raymond Avery
and
Hazel Thacher Avery
1968

Thacher And Avery
Confectionery Store
And
Ice Cream Parlor
93 North Church Street
Carbondale, Pennsylvania

1921 - 1964
(The building was sold by
Ray Avery after his wife
died June 9, 1975)

Kathryn Rebecca[10] Thacher
And
Hazel Evelyn[10] Thacher, left
Newton Lake Farm
Greenfield Township
Pennsylvania
1897

Rowland James Avery
1923-

Rowland James Avery, Hazel Thacher Avery's oldest son was born in Carbondale, Pennsylvania, on February 8, 1923. He was married at Scranton, Pennsylvania, on Monday, August 7, 1944, to Anna Mae Morrell of Providence, Pennsylvania, by Rev. R. J. Williams of the Congregational Church, Scranton, Pennsylvania. Anna Mae was born in Scranton, Pennsylvania, on July 10, 1922. She was a daughter of William Morrell and of his wife Anna Williams Morrell who resided at 28 Hill Street, Providence, Pennsylvania. William Morrell was a coal miner.

Rowland Avery and his wife Anna Mae had two adopted children, a boy and a girl. (Not in Thacher line)

Rowland James Avery received his grammar school and technical high school education at Carbondale, Pennsylvania, and after graduating from technical high school, he entered the Powell Business School at Scranton, Pennsylvania. He graduated in 1941. In September following his graduation, he joined the International Salt Company, Inc., Scranton, Pennsylvania. Shortly after, however, he was inducted into the U.S. Military Service and was sent to Camp Livingston, Louisiana. On completion of his service, he was honorably discharged and returned home. Rowland Avery was reinstated with the International Salt Company, and was assigned to the company's old administration headquarters in Scranton, Pennsylvania, where he worked until August of 1946. Rowland was then transferred to the company's old refinery at Ludlowville, New York, where he served the company in various office positions at the refinery until April of 1956, at which time he was appointed plant personnel manager. In October of 1959, he was transferred to the company's administrative headquarters at Clarks Summit, Pennsylvania, with the title of personnel assistant,

and in February of 1961 he was promoted to personnel manager, headquarters, and field sales. Three years later, on February 18, 1964, Rowland Avery was promoted to the position of staffing manager in the industrial relations division of the company.

The International Salt Company, a major producter of Sterling Salt products for America's industries, highways, farms and homes, and one of the nation's leading salt makers, celebrated 75 years of progress in 1959. From Chester N. Truax, Jr's brief reivew of the Retsof Salt mine at Retsof, New York, we have compiled here a few of the facts and happenings during the growth and progress of this company.

It was in 1878, while probing the earth for oil near the village of Wyoming in western New York State, that they struck salt at about 1300 feet and started a salt boom that, in the case of the International Salt Company's Retsof mine was still booming in 1959.

Although they did not know it at the time, the salt that the oil drill had discovered was part of a massive deposit that extends across central and western New York down into Ohio, Pennsylvania, West Virginia, and beneath Lake Erie into Michigan, and Ontario. This deposit has been estimated to cover approximately 70,000 square miles. Within a decade after its discovery, more than 20 companies had started to search for salt in the Wyoming County Area of New York State.

In the late summer of 1884, the newly formed Empire Salt Company started to sink a shaft on the farm of Joseph D. Lewis located in the town of York, in Livingston County, New York. This event marked the beginning of the International Salt Company's Retsof mining venture that has successfully operated for over 75 years, since 1884, and it appears that

many more years of success are ahead yet. In 1885, the Empire Salt Company was reorganized and named the Retsof Mining Company, after the surname of its first president William Foster Retsof.

Almost immediately, the Retsof mine began selling great tonnages of rock salt throughout the East and Midwest for packing meat, freezing ice cream, soap making, hide curing, and a dozen other agriculture, and industrial purposes. By 1890 the Retsof mine was the most successful salt operation in the country.

In 1901, the Retsof Mining Company was consolidated with other salt companies to form the International Salt Company, and since then the Retsof mine has played a major role in the history of the company. As late as 1912 Retsof salt was supplied to markets throughout the midwest. But the need for a mine closer to these midwestern markets were apparent to the management of the International Salt Company, and shortly after they purchased the Detroit Salt Company. By 1914 when war had broken out in Europe, and with American industry critically short of shipping, it was indispensable that midwestern farmers and industrial salt users have a nearby dependable source of salt.

Salt was not one of the shortages prevalent during the first World War, and salt producers had no trouble supplying the salt needs of our armed forces and civilians. However, the war did point up one shortage in the salt industry, the labor shortage. This shortage incited the International Salt Company to think about more efficient ways to produce salt. In the early days of the Retsof mine, salt was blasted loose from the deposit and loaded by hand in cars drawn by mules. Almost totally unmechanized the Retsof mine needed a battalion of workers to turn out a ton of salt. An

old-timer of Retsof recalls that mining equipment included a pick, a shovel, a hammer, a wedge, and a mine car. The rest was up to the miner.

International's engineers, among them Mr. T. Foster Courthope who was to play a prominent part in the progress and development of the Internationsl Salt Company took immediate steps to relieve the labor shortage. Mechanization of all the company's facilities got underway. At Retsof, electrically-operated loading machines were installed. With this equipment plus self-dumping cages, bag sewing machines, new conveyors and other labor-saving devices, the mine was able to keep abreast of war time demands for rock salt.

Several years later construction was begun on a new $1,500,000 Retsof mine, a mile south of the original breaker. The new plant was completed in 1923.

The new breaker had a system of conveyors and screens, mechanical car loaders and electric hoists. Within the mine three-quarters of the loading was done mechanically and the old system of hauling mine cars to the surface manually to be emptied was replaced by an efficient electrical hoisting system.

During the next four years, 1923-1927, the Retsof mine substituted locomotives for mules and introduced under-cutters, which sliced the salt from the vein at floor level simplifying blasting operations.

It was about this time that the market for rock salt began to decline. Until the mid-1920's, one of the best markets, if not the best for rock salt, was the ice cream manufacturer. They used about a pound of salt for every pint of ice cream produced. Mixed with ice, salt was used at every stage in cream manufacturing

and distribution. The introduction of mechanical refrigeration changed this as manufacturers began to replace brine coolers with electric freezers and storage cabinets. If International was to rise above the threat to the salt industry that the new refrigeration system created, it had to find new markets for its salt. International Salt's managment, engineers, and chemists, set out to overcome the problem.

The search for new markets resulted in three major events in the history of International Salt, and its facilities. In the early 1930's International Salt developed the Lixate Process for making brine.

In the Lixate Process, dry rock salt is fed into the machine by gravity, keeping the Lixator always filled. Fresh water is introduced by an automatic float valve which opens whenever brine is withdrawn. The amount of water admitted to the Lixator is always the same as the amount of brine withdrawn. The water then dissolves all the salt it can hold as it filters down, and it becomes fully saturated brine before it passes through the salt bed. It then ceases to have any further dissolving action. Thus the lower portion of the salt bed acts as a filtration medium for the brine, and allows only pure, crystal clear, fully saturated brine of high chemical purity to reach the collection chamber at the bottom. The brine collected in the false bottom chamber is drawn off as needed. The complete Lixator operation is controlled with float valves to open at the same time. Thus starting the procedure all over again, automatically.

The Sterling Lixator revolutionezed brine making in water softening and meat packing, and other salt-using industries, by producing

crystal clear, fully saturated brine from economical rock salt. Another development was the first successful promotion of rock salt for melting ice and snow from streets and highways. Today, thanks to International Salt's efforts in this field, millions of miles of roads and streets are bare, for safe-driving during the winter months. Stabilization of dirt roads with rock salt was a third field in which the company pioneered. Today, this is a fast-growing market for rock salt.

Another event in the 1930's that deserves particular notice was the purchase of the Sterling Salt Company for it was from this company that International Salt received its current brand name--a name that has become famous amoung industrial, agriculture, highway, and home users of salt.

Broadening of the company's markets for salt let to many changes within the organization of International Salt during the next two decades. Today, 1959, the International Salt Company has three mines, three evaporating plants, sales offices in 13 major cities, three sales engineering offices, subsidiary sales firms in Boston and Philadelphia, a modern research laboratory and a dozen storage facilities. A new headquarter's building is located in Clarks Summit, Pennsylvania, and a new mine in Cleveland, Ohio. Its established products, plus its continued efforts in research and development, promise continued growth and progress in the years ahead.

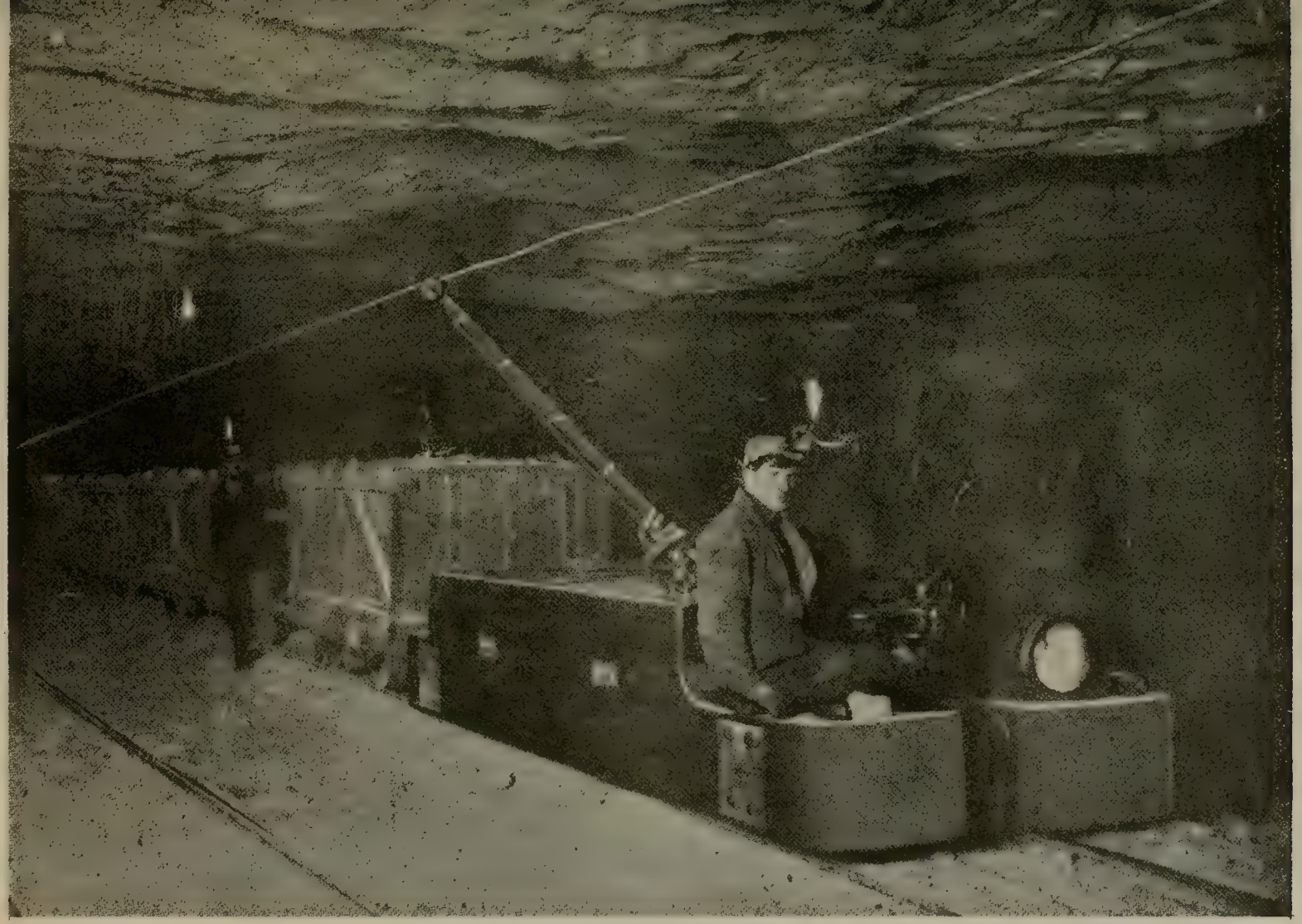
At no other facility of the company is progress more evident than at the Retsof mine. Mining at Retsof during 1959 was quite different from the early days at the mine. Now, Goodman Universal Machines undercut the mine face to a depth of ten feet. Then four rows of 12-foot holes are drilled into the salt by means

of Joy Hydraulic drills mounted on tractor treads. A total of 64 holes are drilled, loaded with dynamite and blasted, resulting in approximately 400 tons of broken salt which is placed in 7-ton mine cars and hauled by 15-ton locomotives to the rotary dump at the bottom of the mine shaft. Loading the salt into waiting mine cars is done by means of Goodman Shovels.

Althrough mining operations have changed considerably at the Retsof mine, there has been no change in the importance of the Retsof mine to the International Salt Company. The Retsof mine the largest rock salt mine in North America, is still as vital to the company as Retsof rock salt is to the industries it serves. In 1959 the production of salt was over a 1,000,000 tons a year.

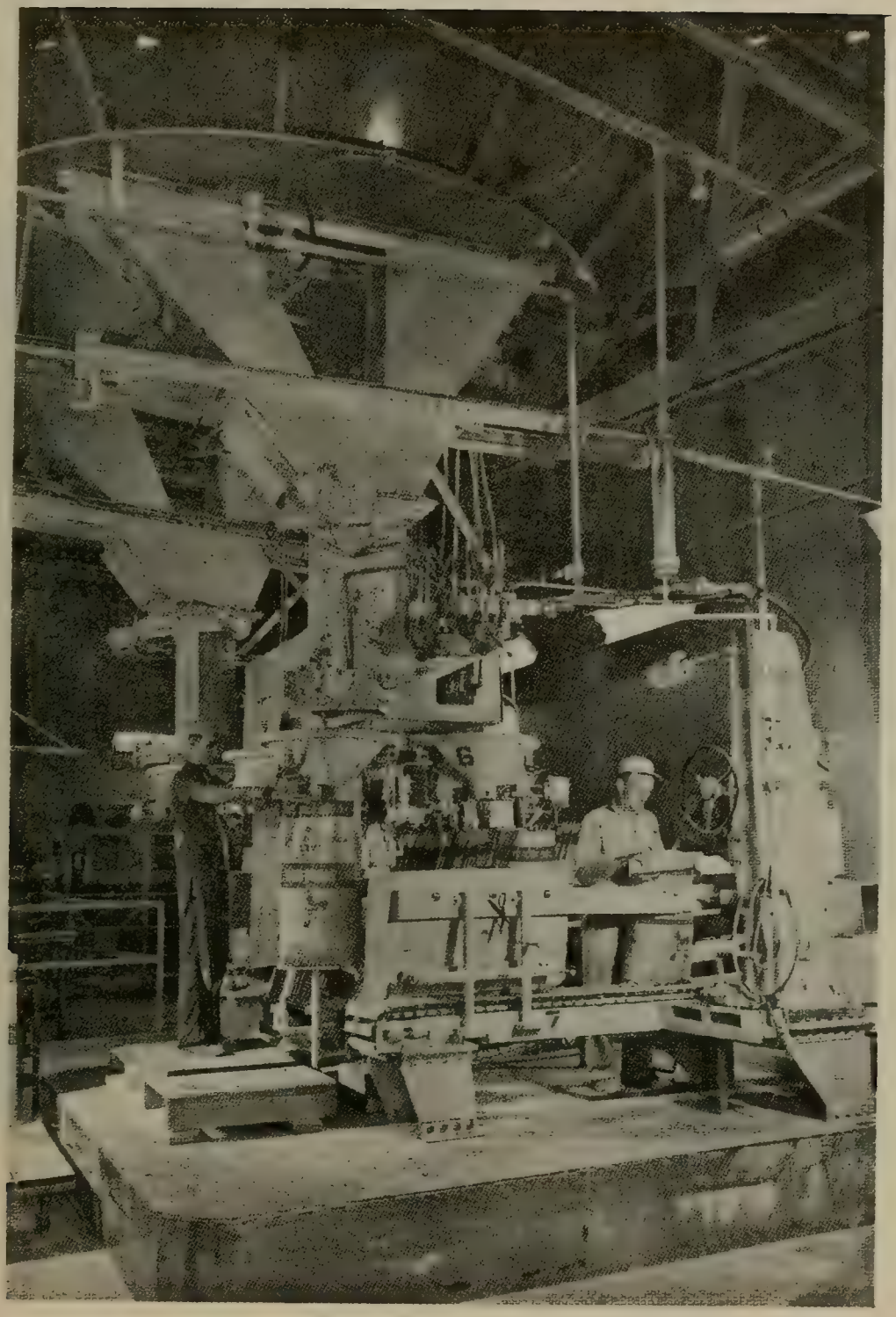
Retsof Plant
1884-1923
1884

Miners Drilling A Salt Vein
Lighted By Candles On The Rib
And Oil Lamps On Their Caps
1884

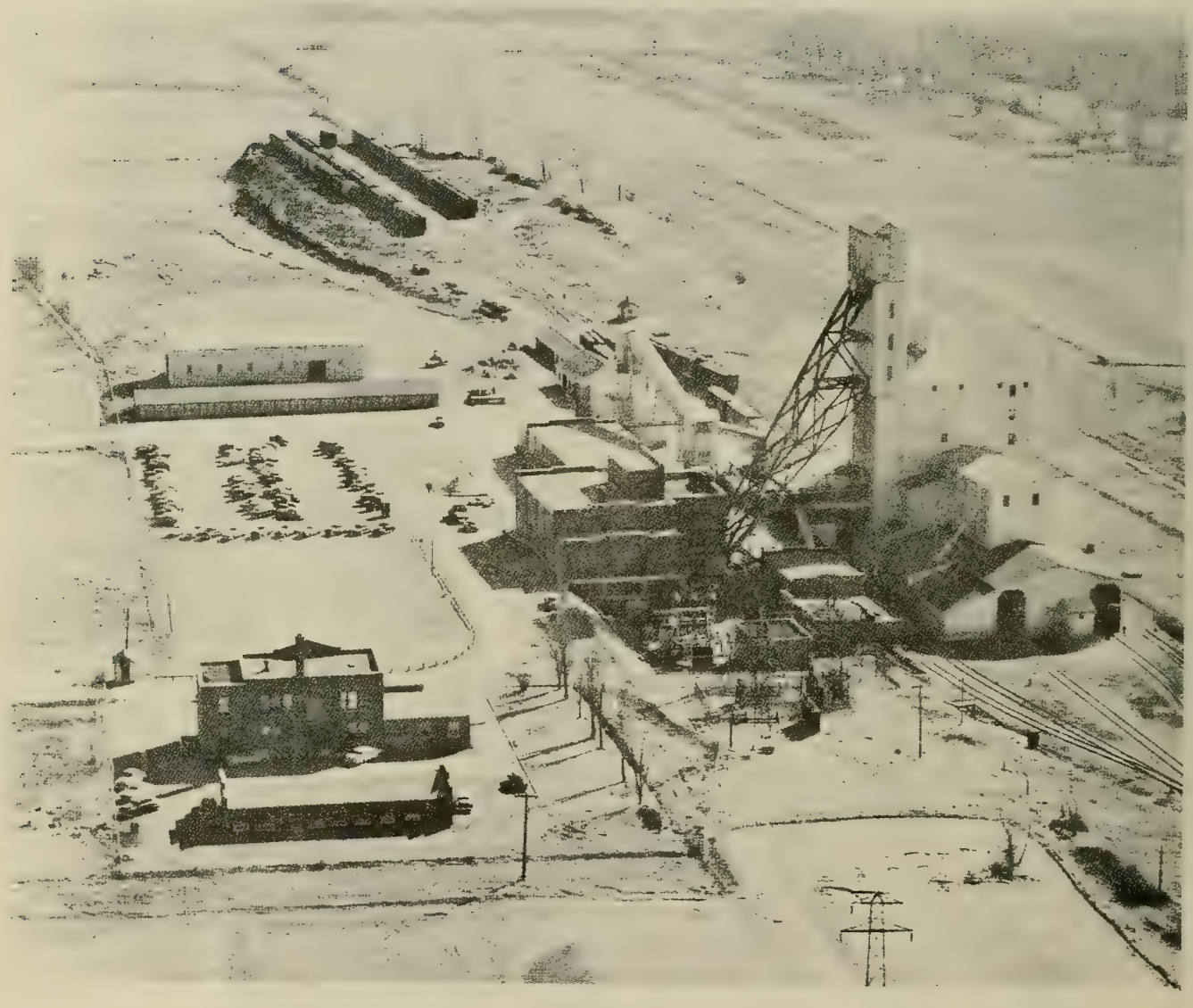


Main Line Locomotive
and a
Train of Salt
1919

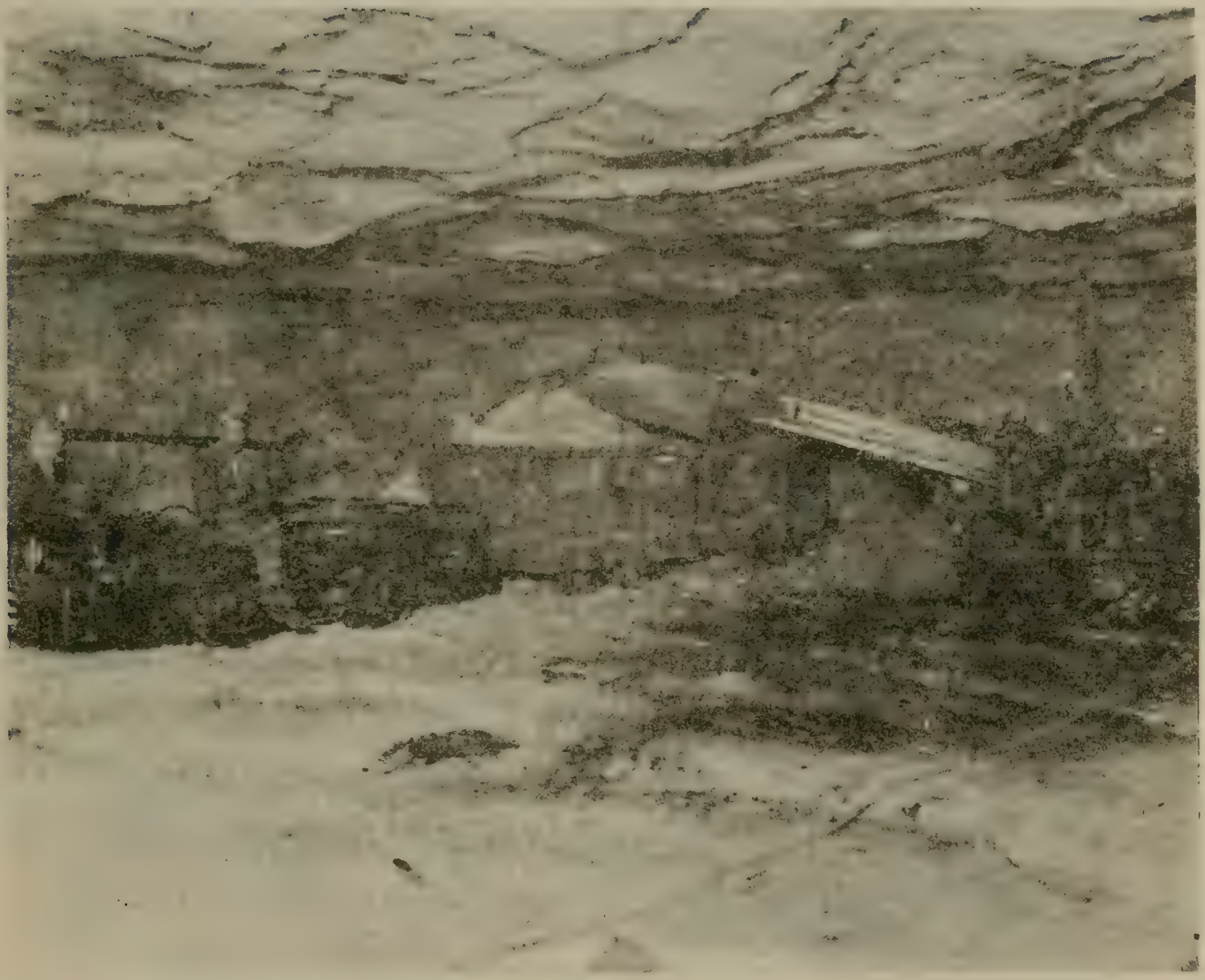
Retsof Plant
Early Bagging Operations
1884



Retsof Plant
Modern Semi-Automatic
Bagging Operations
1959



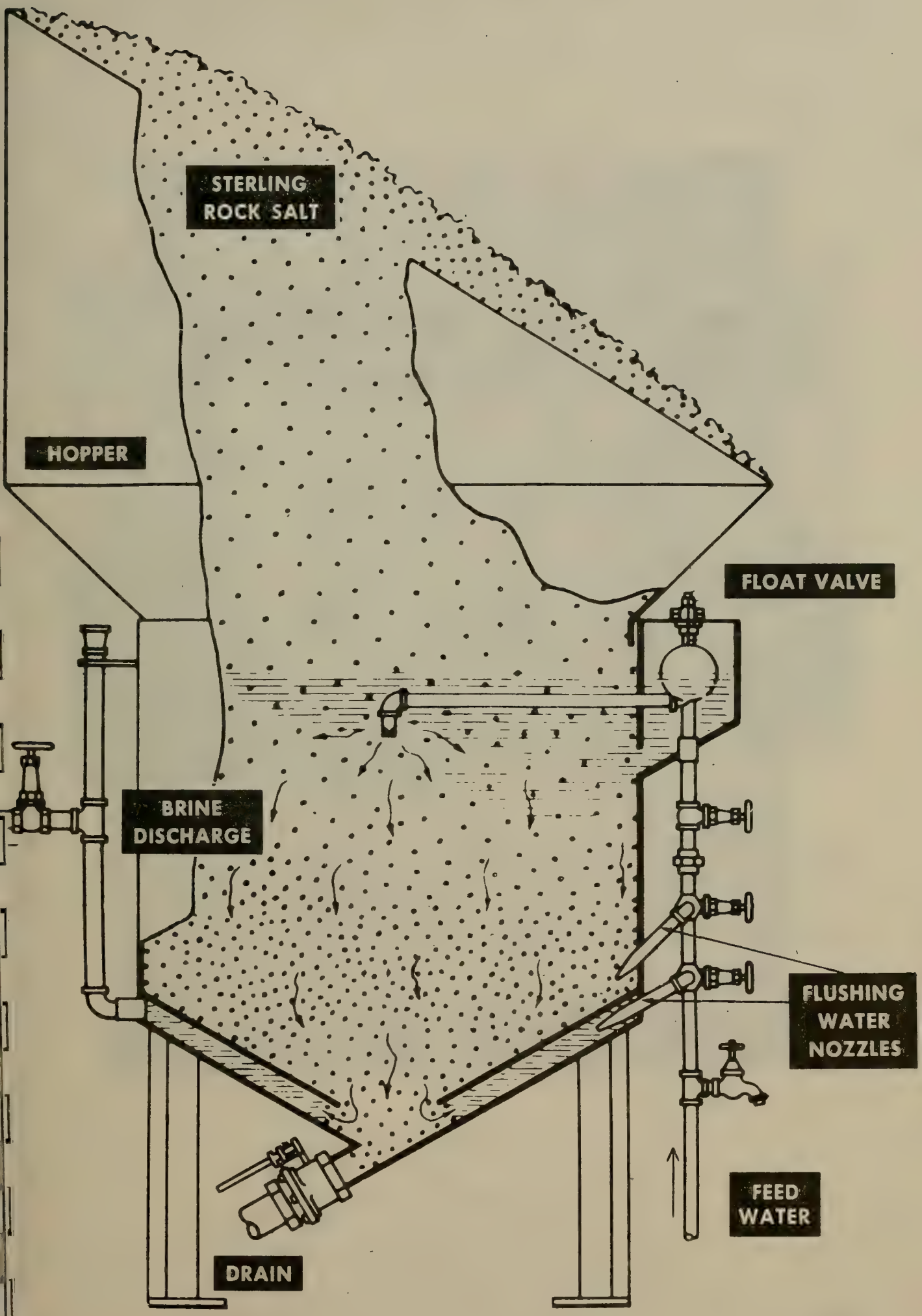
The Fuller Plant
1955



Retsof Salt Mine
Mechanical Operations
1927

THE LIXATOR PROCESS

Dry rock salt feeds by gravity, keeping Lixator always filled. Fresh water is introduced through the float valve which automatically opens whenever brine is withdrawn, and feeds water at the same rate as brine withdrawal. Water dissolves all the salt it can hold, then ceases to have any further disolving action. Thus it flows through the lower mass of the undisolved salt, which acts as a self-filter and allows only pure, clear, fully saturated brine to reach the collecting chamber at the bottom. Opening the brine-discharge valve draws off brine, opens float valve, and starts the procedure all over again - automatically.



The Lixator Process
1930-1934

This is the International Salt Company plant which is the entrance to "the other Detroit" --an underground salt mine located 1137 feet below the motor city.

Harold Helfer
1972

Detroit's Salt Mine Streets
Wide, Clean, and Well Kept

Mountains Of Salt
In
Detroit's Salt Mine

Did you know Detroit has an underground that has nothing to do with hippies, revolutionary-type newspapers, motley communes or anything like that?

This underground is a gleaming white one, quite immaculate, with almost perfect climate . . . and very much a part of the establishment. It supplies much of the salt for this nation's tables.

Detroit is generally known as The Motor City. But what isn't generally known is that underneath this teeming metropolis, some 1137 feet down into the ground, there is another bustling city, a salt city.

This is an always night-time city since it would be in total darkness without its vehicle headlights, miners' headlamps and blazing electric lights spaced at various points along the white corridors.

In some ways, this city is the envy of the city above. Its jeeps, dump trucks, road maintenance and huge production equipment move along in a carefully controlled and uncongested traffic pattern. There is air conditioning everywhere and one is always confortable here.

Though some of the most modern of all electronic and engineering paraphanalia is used here, it is also an ancient place. Scientists estimated that this area, in its present form, is something like 315,000,000 years old. Before then, what is now Detroit, was under the sea. But an evaporation process set in which dried up this vicinity and left these huge formations of salt.

It wasn't until the turn of this century that mining began in earnest for the rich white harvest underneath Detroit. It took almost

five years to reach the bedrock depth required to begin meaningful mining. Today, even though many Detroiters themselves probably aren't aware of it, not consciously anyway, this underground city is a great labyrinth of streets that is not unlike the city above. Its corridors are as wide as four line highways, its ceilings as high as 2-story buildings. Huge roof-supporting pillars of rock salt remain as though they were buildings within a network of city streets, miles and miles of it.

One reason you don't hear too much about this Detroit underground is that it is so rare when anything at all untoward happens. It is seldom that even a minor accident occurs, let alone anything that would be considered newsworthy. And, unlike coal and iron ore mining, there are no occupational diseases connected with salt mining; at least so far as this particular mine is concerned. The temperature is always a bit under 60 degrees and the humidity just about perfect. There is a continual flow of fresh air coming into the mine and the Detroit salt miners practically never come down with colds or other respiratory diseases. Their working conditions actually are superior to most surface plants.

Although we all know that our meals wouldn't be nearly as savory without salt, few probably appreciate just how important salt is to the general wellbeing of the nation. Actually, a mere 3 percent of the 44,000,000 tons of salt produced in this country each year turn up in homes . . . there are some 14,000 other uses, ranging from refrigeration and photography, to tanning, sewage treatments, ore refining, and the production of plastics.

During World War II, salt making was considered the fifth most important industry for national defense. Salt is one of the five most important inorganic materials used by the

chemical industry--along with water, air, coal and sulfur. Deprive a man of the intake of salt that comes into his body, small though it is, and he would soon be dead.

It is safe to say that without Detroit's underground city the one above would be in trouble. In fact, if you looked at the matter with complete objectivity, we could get along without Detroit's upper activity if we had to, but not without its underground going-on. Yes it's the part of Detroit that virtually no one ever sees that is indispensable.

Robert Wesley Avery, Hazel Thacher Avery's second oldest son was born at Carbondale, Pennsylvania, on Monday, June 18, 1928. He received his early education in the Carbondale grammer schools and graduated from the Banjamin Franklin High School in June of 1946. In the following September he entered the University of Scranton, at Scranton, Pennsylvania, where he studied law. He received his Bachelor of Arts degree from the University in June of 1950, and his Bachelor of Law degree from the Cornell University Law School at Ithaca, New York. He is a member of the Cornell Law Association and the Delta Theat Phi Legal Fraternity. Robert Avery was practicing law in Pennsylvania, when he was inducted into the U.S. Military forces in 1951. He served with the U.S. Army at the Aberdeen Proving grounds, Aberdeen, Maryland, and on completion of his required service, he was honorably discharged and returned home to Pennsylvania where he resumed his law practice.

Robert Avery removed to Ithaca, New York, where he took the New York State Bar examination in June of 1953. On September 26, 1953, he was advised by the Board of Law Examiners for the State of New York, that he had successfully passed the examination. He then met with and was approved by the committee on character and fitness for the third Judicial Department of the Appelate Division. On Monday, October 12, 1953, Robert Avery was duly licensed and admitted to practice as an attorney and counsellor of law in all of the courts of record in the State of New York. Attorney Avery took and subscribed the Constituion Oath of office in a ceremony performed in the chambers of Associate Justice William H. Coon at the court house in Cortland, New York. He then proceeded to Albany, New York, where he signed the "Attorney's Book" and, filed his attorney's affidavit. John S. Herrick, clerk of the

Supreme Court presented him with his qualifying certificate.

Robert Avery married Barbara Ann Baily at Trenton, New Jersey, Saturday, March 13, 1954, in the chapel of the Trinity Cathedral Church. The Rev. Dean Frederick Adams performed the ceremony. Barbara Bailey was born in Carbondale, Pennsylvania, in 1931. She was a daughter of Dr. Desmond M. Bailey and his wife Frances Chatman Bailey who reside in Carbondale, Pennsylvania. Barbara Bailey graduated from Central High School in Scranton, Pennsylvania, and Vassar College, at Poughkeepsie, New York. Robert and Barbara Avery reside in Rochester, New York, 1973.

Children: 3 (Avery) 2 sons and 1 daughter
(Not in Thacher line)

CHARLES EDWARD AVERY
born Sunday, July 17, 1955, at Rochester, New York; he is a student there, 1973.
JAMES ROBERT AVERY
born Saturday, March 9, 1957, at Rochester, New York; he is a student there, 1973.
KATHERINE CAROL AVERY
born Thursday, January 7, 1960, at Rochester, New York; she is a student there, 1973.

Attorney Avery, active in many community welfare projects, is a member of the Methodist church in Rochester, New York; he is a past Worshipful Master of Free and Accepted Masons in Rochester, New York. In 1968, Robert Avery was appointed Assistant District Attorney for Rochester, New York; he is a Republican.

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